

# Senate OKs Support For CAP

WASHINGTON—The U.S. Senate has voted to continue Air Force manpower support for Civil Air Patrol by deleting an item from the Defense budget which would have eliminated most of this assistance.

The Senate Appropriations Committee had amended the proposed budget in such a way as to have the effect of eliminating practically all Air Force civilian and military personnel who work with Civil Air Patrol. This would have been ac-

complished by cutting off funds to pay their salaries.

The Senate killed this proposal by approving an amendment to the Defense budget thereby deleting the item. The amendment was introduced on the floor of the Senate by Alabama Sen. James B. Allen, with Sen. John Sparkman, also of Alabama, Sen. Hubert Humphrey of Minnesota, Sen. Ted Stevens of Alaska, Sen. Barry Goldwater of Arizona, and Sen. Howard Baker of Tennessee as co-sponsors.

The Senate approved the amendment on a voice vote, thereby killing the committee's recommendation and restoring funds for CAP support. The committee's proposal is contained in a section of its report to the full Senate. It reads as follows:

"CIVIL AIR PATROL (CAP)—CAP is a private nonprofit volunteer organization designated as an auxiliary of the Air Force. The missions performed appear to be both internal support of CAP (e.g., Cadet Program) or state activities in-

cluding humanitarian missions. Yet, total funding provided for CAP by the states is only about \$1.4 million, whereas the Air Force provides \$5.5 million for military and civilian salaries (205 military and 70 civilians). The Committee believes that this number is excessive. Apparently, the Air Force operates, directs, and tasks the CAP, even though it is a private organization. Accordingly, the Committee has

(See SENATE, Page 2)

## CIVIL AIR PATROL



# NEWS



7, NO. 8

MAXWELL AFB, ALA. 36112

AUGUST 1977

## Lives Totals Outstrip 1976 Record

MAXWELL AFB, Ala.—With slightly more than half the year gone, Civil Air Patrol's livesaved record for 1977 has exceeded the record for the entire year last year.

The record for 1977 so far stands at 35. The total lives saved in all of 1976 was 34.

The record reached 35 in early June when CAP searchers in Colorado located five horseback riders who had become lost. The five were located near Roosevelt Lake, Colo., within three hours of CAP's receiving an alert notice. Medicine was delivered to one of the five and a guide was

dropped off to lead them to safety.

CAP shared credit with the Army's 4th Aviation Battalion, which assisted in the rescue of the riders. The two agencies were given credit for the saves because of the remoteness of the

area and the fact that the riders stated that they were totally lost.

Earlier in mid-June, the Pennsylvania Wing was given credit for saving the life of a man missing from his home. A CAP ground team located him about

four miles from his home after a massive search lasting 10 hours.

In need of immediate medication, he was carried to his home where a doctor treated him. Officials said he would have died if he had gone another hour without the medicine.

## Dedication, Effort Will Pay Off at Board Meeting

ATLANTA, Ga.—Dedication and extra effort will pay off here this fall for a number of Civil Air Patrol members and units at

CAP's annual National Board meeting. The meeting is slated Oct. 20-23 at the Marriott Motor Hotel.

During the three-day gathering, CAP will name the Outstanding Region and Wing Commanders of the Year and the

Senior Member of the Year. Also receiving recognition will be the Cadet of the Year, who will also be cited by the Air Force Association.

Civil Air Patrol will also honor the three winners of the 1977 Frank G. Brewer-CAP Memorial Aerospace Award. To win the coveted award, nominees "must have made an unselfish, outstanding contribution to aerospace (aviation) or must have encouraged others to do so."

The top five cadet squadrons in the nation will be recognized during the annual event. The commander of the Number 1 squadron, known as the Cadet Squadron of Distinction, will receive a silver tray and the four runners-up, known as Cadet Squadrons of Merit, will receive plaques.

Approximately 1,500 CAP members from all sections of the country are expected to attend. Major activities are scheduled to begin on Friday, Oct. 21. On Friday, CAP will hear reports from various staff agencies, including reports on safety, logistics, membership and recruiting, and corporate finances.

One of the highlights of the meeting will be the National Board itself which will concern itself with problems requiring action at the national level and with formulating policies for the coming year.

A number of civilian and military dignitaries are expected to attend a Saturday night banquet which will conclude the event. The banquet speaker will be Dr. James Blakely, a widely known speaker and humorist of Wharton, Tex.

Civil Air Patrol members may make room reservation: at the Marriott Motor Hotel by completing and mailing the coupon on the back page of this issue of Civil Air Patrol News. Rooms should be reserved at least 30 days in advance (by Sept. 20). It is suggested that payment for one night's lodging be made to assure a reservation for a late arrival.



POWDER PUFF CONTESTANTS—CAP 1st Lt. Stephanie Wells, right, points to Powder Puff Derby shoulder patch worn by her fellow-flier, 2nd Lt. Wendy Hurst, both participants in the 30th anniversary (and final) all-women transcontinental air race. They were en route home at the conclusion of the derby and stopped at Maxwell AFB, Ala., to refuel. (See story, another photo on Page 7.) (Photo by MSgt. Russ Brown)

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# Senate Approves Support for CAP

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deleted all of the associated civilian funding (\$1.1 million), and 155 or the 205 military personnel. A total of 50 military personnel, one per state, is provided for liaison and other necessary functions."

The proposal, if it had become law, would have eliminated all Air Force personnel who serve as a staff at CAP National Headquarters at Maxwell AFB, Ala., and all but 50 of the liaison personnel who work in support of Civil Air Patrol in the field. The only support provided, as indicated in the proposal itself, was for one liaison person per state. Since Puerto Rico and the National Capital are not mentioned, presumably no liaison personnel would have been provided for those CAP wings.

The Air Force does not directly supply Civil Air Patrol with any funds to pay its operating costs. The only money the Air Force pays directly to CAP are those amounts paid to individual members to reimburse them for fuel, oil and communications costs incurred on Air Force-directed missions.

## Number 13 Proves Lucky For Cadet

COLUMBUS, Ohio—The number 13 proved lucky recently for Cadet David M. Schuster, a member of the Delhi Comp. Sq. (Ohio Wing). He recently became the 13th Ohio Wing cadet to earn Civil Air Patrol's coveted Gen. Carl A. Spaatz Award.

Cadet Schuster received the award from Maj. Gen. (Ret.) Richard L. Miling, USAF, in a ceremony here at Ohio Wing Headquarters.

The new cadet colonel is a graduate of Cincinnati's Elder High School and is currently attending the University of Cincinnati. He has been a member of the Delhi Comp. Sq. 109 in Cincinnati since 1970.

## Two Wings Get New Commanders

MAXWELL AFB, Ala.—Appointment of two new wing commanders was announced in June here at National Headquarters following action by the National Executive Committee at its June meeting.

Lt. Col. Harold K. Lindseth was named commander of the South Dakota Wing, succeeding Col. Lester W. Snyder. Col. Lindseth has been a member of Civil Air Patrol for 20 years, 18 of them with the wing staff. He is a native of Montana and veteran of service in World War II.

Named commander of the National Capital Wing was Lt. Col. Alfred E. Morris. He succeeds Lt. Col. Rolf A. Mitchell in the post.

Both of these are interim appointments which will be acted on at the next NEC meeting and both of them are effective June 15.

However, some individual states—34 in all—do supplement CAP funds at the state level. These range from a low of \$2,500 to a high of \$238,000 per year.

The preponderance of Civil Air Patrol's operating funds are derived from dues paid by its members for the privilege of belonging. Other sources of funds include the sale of materials by the Bookstore at National Headquarters and the sale of aircraft parts by CAP's supply depot at Amarillo, Tex.

The House of Representatives had already approved its version of the Defense budget containing funds in support of Civil Air Patrol. If the Senate had approved the cutting of this support, the measure would have gone to a Senate-House Conference Committee to iron out the differences in the two versions. If the proposal had made it that far, this conference could have killed the proposal, even at that late stage.

The change would have been effective in Fiscal Year 1978 which begins Oct. 1, 1977. Under the proposal, there would have been no funding for support of Civil Air Patrol, other than the 50 liaison personnel, after Sept. 30.

As soon as details of the budget proposal became known, Sen. Allen expressed opposition to it and went to work to have it killed. Working with corporate officials, he prepared a statement, asking for Senate support in his efforts to repeal the measure before it passed the Senate. He distributed the statement directly to his 99 colleagues in the Senate.

Sen. Allen introduced his amendment on the floor of the Senate on July 18. When the amendment came up, it gained added support from Sen. Barry Goldwater of Arizona who spoke in favor of Civil Air Patrol as did Sen. Stevens and Sen. Sparkman. Sen. John Stennis of Mississippi, chairman of the Senate Armed Services Committee, also indicated approval of the funds for CAP support.

CAP corporate officials and members were active in asking support of their own Senators and Representatives in killing the proposed cutback in funds to help support Civil Air Patrol. Most of them expressed the feeling that the proposal, if it had become law, would have destroyed the effectiveness of Civil Air Patrol and would have threatened its continued existence.

Background information and data for Sen. Allen's statement were supplied by a CAP corporate official at National Headquarters.

## Maryland Unit Gets Money From County

WESTMINSTER, Md.—The County Commissioners of Carroll County, Md., have awarded a \$1,600 grant to the Carroll County Comp. Sq. for fiscal year 1978.

This is the second year the squadron has received a grant from the county. More than \$1,000 of the money is earmarked for use in purchasing ground team equipment.

quarters. The statement reads as follows:

"Dear Colleague:

"The Senate Appropriations Committee is recommending a drastic curtailment of funds and military and civilian support personnel for the Civil Air Patrol, in the Defense Appropriations Bill (Report 95-325).

"Such a reduction in funding would not only do irreparable damage to CAP's mission capabilities, but would in fact threaten this organization's very existence.

"Since 1960, the Civil Air Patrol has participated in 7,810 Air Force designated search and rescue missions. Since 1965, when 'finds' were first recorded and since 1967 when 'saves' began to be credited, the CAP has located 2,057 search objec-

tives and received credit for 402 lives saved.

"It goes without saying that we, as Members of the Senate, share a great mutual concern about national fiscal responsibilities. However, if the taxpayers have ever received a bargain, the \$5.5 million that we invest annually in CAP through the Air Force is it. It would be impossible to place a dollar figure on the services rendered by CAP volunteer members at local, state, national and international levels.

"The recommended reduction in CAP funding would also mean the end of a CAP cadet program that has some 27,000 young men and women currently enrolled. This program has historically contributed sizeable numbers to the Air Force Academy, Air Force ROTC and active forces.

"The Civil Air Patrol's record

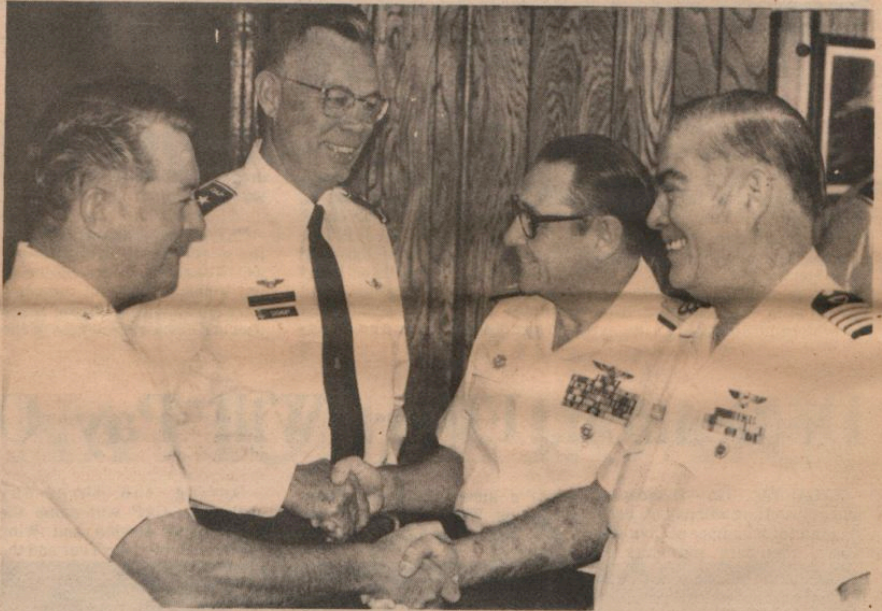
of service to the Nation, spanning 36 years, provides ample proof of the need to continue this vital service.

"I plan to offer amendments to the Defense Appropriations Bill, H.R. 7933, which would restore \$2.2 million to the Maintenance, Operation and Personnel sections of the Air Force appropriations. The amendments merely restore the \$2.2 million reduction provided by the Senate Appropriations Committee amendment, and brings CAP appropriations back to the \$5.5 million level provided in the House Bill. I respectfully urge and request that you support these amendments.

"With warmest personal regards, I am

"Sincerely  
(Signed)

"JAMES B. ALLEN"



FIRST TIME—Attending CAP's National Staff College for the first time as observers were Coast Guard Auxiliary officers. They are Commodore Thomas R. Cook Jr., director of Air Operations, and Capt. John S. Potts, chief of Membership and Training (third and fourth from left). Greeting them are Air Force Brig. Gen. Carl S. Miller, left, CAP executive director, and Brig. Gen. Thomas C. Casaday, CAP national commander. (Photo by Maj. Noel E. Thomas, USAFR)

## Squadron Officer School Meets in Pacific Region

LOS ANGELES—Thirty-three Civil Air Patrol senior members from throughout the Pacific Region met here in June on the campus of the University of California in an experiment in a new phase of senior member training—a Squadron Officers School.

Seven Western wings were represented at the school which was created to provide senior members at the local unit level with the skills and tools necessary for them to function more effectively on the job.

The school curriculum ran the spectrum of the areas that are encountered by CAP staff

members. Leadership, aerospace education, recruiting, and the information program were stressed, with emphasis on how they fit into the over-all make-up of the local unit.

Each area was led by either a member of the school staff or a guest speaker. Representatives from the Pacific Liaison Region office, Federal Aviation Administration, and California Wing headquarters were included in the list of discussion speakers.

On hand to open the weeklong series of lectures and seminars was Col. Howard Brookfield, Pacific Region commander, and

Col. Warren Barry, California Wing commander.

A considerable amount of credit for the success of the program has to be given to Lt. Col. Myron Rogers, who was instrumental in designing the program, and his staff. Members of the staff included: Lt. Col. Marilyn Rogers, commandant of students; Maj. Arlyn Van Atta, transportation/instructor; Maj. Mary Knorr, curriculum/instructor; Capt. Virginia Van Atta, administration; 1st Lt. Sara Tryon, communications; and 1st Lt. Jeromye Avery, information.





**FUTURE CAP CADETS?**—These children, who attend the Little Folks Playschool at Bryson City, N.C., were full of curiosity about this Civil Air Patrol plane, about CAP missions and about learning to fly, according to 2nd Lt. Herbert C. Gage and his wife who gave them a close-up look at the plane on a recent visit. Gage flew the plane, belonging to the Swain County Comp. Sq., in a demonstration for the children. The craft, recently assigned to the squadron, has created a lot of interest in Civil Air Patrol, according to Mrs. Gage. (Photo by Pete Lawson, Smoky Mountain Times)

## City Recognizes Squadron For Helping During Fire

By 1st LT. RICHARD C. DARDEN  
Information Officer

ST. LOUIS PARK, Minn.—The Minnesota Wing's St. Louis Park Comp. Sq., based here, has received special recognition from the city for its help during a major fire in this Minneapolis suburban community in May.

In the late afternoon, a grain elevator and storage facility exploded and erupted into flame near the downtown area. So fierce was the blaze that fire departments from surrounding communities were asked to help. All available firemen and police were called to the scene due to the growing crowds of spectators and danger of further explosions. The city's communications system was jammed with emergency traffic and, to add to the situation, rush hour traffic was increasing.

Shortly after the initial blast, a cadet officer from the St. Louis Park Sq. contacted the police command post at the scene and inquired if additional disciplined help could be used. The police lieutenant in charge indicated that it would indeed be useful, and the Minnesota Wing's emergency services officer, Maj. William Timmerman, was notified.

After telephone contact with the St. Louis Park Police

Department, a state mission number was issued, and the remaining available members of the CAP unit were summoned to the scene.

Fifteen cadets and four senior members responded to the call. Some cadets and seniors assisted police officers in rerouting rush hour traffic. Others assisted by seeing that nearby residences were

evacuated and that children, returning home from school were cared for until their parents could be located. Others acted as runners, since the command officers of the many fire and police agencies were, in some cases unable to talk directly with one another by radio. Written and verbal messages were passed effectively by runner.

### CORRECTION

Members of CAP flying into the Charlie Brown (Fulton County) or Peachtree-DeKalb Airports to attend the National Board meeting in October should make their own arrangements for ground transportation from the arrival airport to downtown Atlanta and for return to the airport.

A CAP sub-command post will be in operation only at Charlie Brown Airport to provide information. The July issue of Civil Air Patrol News indicated regrettably that "limited transportation to the hotel" would be available from Charlie Brown. Such is not the case.

CAP members arriving at both airports must make their own surface transportation arrangements.

## Survival Publications Are Available By Mail

The Environmental Information Division is a division of the Air Training Command's 3636th Combat Crew Training Wing.

The division conducts basic and applied research on world environments. These data are evaluated and prepared in the form of manuals, pamphlets, research memoranda, bulletins, and special studies for dissemination to ATC schools and other Air Force and governmental agencies.

The division provides continuous support to all ATC survival and life support schools. Through the 3636th CCTW, the division also provides Headquarters USAF and other commands and agencies with guidance and assistance in formulating policies, concepts, doctrines and in producing course materials for use in survival, rescue, life support and special operations schools.

Civil Air Patrol members interested in securing copies of these publications should write for them, requesting them by name and number. Write to: 3636 CCTW/DA, Fairchild AFB, Wash. 99011. Following is a list of publications currently available:

Environmental Information Division publications:

NUMBER	TITLE
A-103	Down in the North (Analysis of survival experiences)
D-100	A Foot in The Desert (Basic information for survival in the desert regions)
D-102	Sun, Sand and Survival (Analysis of desert survival experiences during World War II)
D-106	Survival Geography ONC G-4 (SE'4)
	Cultural Briefs—The Peoples of Iran, Iraq, Israel, Jordan, Lebanon, Saudi Arabia and Syria

Information Bulletins:

NUMBER	TITLE
1	Sharks
2	Poisonous Snakes of North America
4	Poisonous Snakes of Europe, Africa and the Near East
5	Poisonous Snakes of Southeastern Asia
6	Poisonous Snakes of Australia, New Guinea and the Pacific Islands
7	Plant Sources of Water in Southeast Asia
12	Toxic Fish and Mollusks
13	Edible and Hazardous Marine Life



**SPAATZ AWARD**—U.S. Air Force Academy Cadet Doris H. Krampe, left, receives Civil Air Patrol's Gen. Carl A. Spaatz Award in recent ceremony from Brig. Gen. Stanley C. Beck, right, commandant of cadets at the Academy. Krampe, who was a member of the Connecticut Wing, became the first woman former CAP cadet to receive the award as a cadet enrolled at the Academy. She is now in her sophomore year.

SMILIN' JACK, S

**AERO-ASTRO ANSWERS** (57)

SUPERSONIC SUE READS FLYIN' FACTS!

MY SAILFISH WILL NEVER SET ANY FLYIN' RECORDS-- (2)

--BUT AWAY BACK IN 1923 A SEAPLANE SET A RECORD! (3)

THE CURTISS USN 4 WAS WINNER OF THE SCHNEIDER SEAPLANE TROPHY! (4)

CLIP FOR REFERENCE

WHAT PLANE WAS KNOWN AS AN "AMAZON RIVER CLIPPER" IN THE MID-THIRTIES? (5)

ASKED BY MAX "SHISH-KEBAB" SCHUMACHER-- JENSEN BEACH, FLA--

NEXT

IT WAS PILOTED BY LT. DAVID RITTENHOUSE! (6)

ITS SPEED WAS 177.38 MILES PER HOUR! (5)

1927 First Victory Race for World Record (Honorary)

(Courtesy of Zack Mosley and Chicago Tribune-N.Y. News Syndicate)



# CAP'S Insurance Program

Of great importance to all of us in our daily lives as well as being members of Civil Air Patrol is the question of insurance. Civil Air Patrol has an insurance program, although many members seem to have some misunderstandings about it.

The Civil Air Patrol insurance program is planned and controlled through the Civil Air Patrol National Insurance Committee. This committee studies the insurance program, reviews costs and requirements annually, considers suggestions and complaints, assists the National Board and the National Executive Committee in establishing policy insurance matters, and recommends programs. The committee is made up of experienced individuals, all of whom have been CAP wing commanders or higher.

The controlling principle of any insurance program is maximum coverage at a minimum cost for the protection required. CAP activities are not limited by its insurance coverage but rather insurance is provided to cover those activities which CAP Corporation's National Board has determined to be appropriate and legal for CAP to engage in.

The CAP insurance program provides the following:

- Comprehensive liability coverage for automobiles, watercraft, products, contracts and general public liability;
- Aircraft third party liability;
- Aircraft hull insurance, covering selected aircraft (usually new);
- Cadet accident insurance (automatic);
- Senior member accident insurance (automatic);
- Workmen's compensation on CAP employees;
- Fire and extended coverage of Headquarters CAP equipment;
- Fidelity bond coverage for positions where the incumbent handles funds.

The corporation also makes available to senior members an accident policy which the senior members may take out on a voluntary basis.

Briefly, the comprehensive liability policy protects CAP and its members from claims of third parties for damages resulting from CAP activities. This would cover CAP automobiles, sale of products, claims arising from written contracts, operation of watercraft and other third party liability from premises, activities, etc.

**To All Civil Air Patrol Members:**

This month, in lieu of any editorial comment of my own, I am giving this space for an article on the Civil Air Patrol Insurance Program. This is a subject of prime importance to all CAP members and I commend this article to you. It was written by Maj. Thomas A. Handley, the Staff Judge Advocate here at National Headquarters.

Sincerely  
*Carl S. Miller*  
CARL S. MILLER  
Brigadier General, USAF  
Executive Director

The protection under these policies runs to the corporation for all authorized activities. Individual members are covered for authorized CAP activities including the operation of CAP-owned equipment on authorized CAP activities.

Individual liability is also covered when operating privately-owned automobiles or aircraft on authorized CAP activities, provided the individual carries liability insurance on that automobile or aircraft. In the event of a privately owned aircraft, the member must file with the National Headquarters a certificate of insurance indicating they carry a public liability policy.

The CAP insurance then acts as excess coverage over and above their personal coverage. Such a certificate is not necessary for automobiles. Individuals are covered under the CAP comprehensive liability policy except when they are operating outside the scope of CAP authority and when they are operating their own equipment on a CAP activity without liability insurance.

The aircraft liability policy coverage meets all U.S. Air Force insurance requirements for use of Air Force facilities. This does not authorize use of Air Force facilities until all other regulatory requirements have been met. This coverage protects only against third-party claims and is much like the comprehensive liability coverage.

It covers operation of CAP-owned, leased, rented or loaned aircraft and the

operation of non-CAP aircraft on CAP approved missions as far as protection of the corporation is concerned.

Both the comprehensive liability policy and the aircraft liability policy have limitations and exceptions. They exclude from coverage liability assumed by contract, intentional destruction or injury of property in the care and control of CAP members and loss of use of the property.

Individuals are not covered when operating any equipment in an unauthorized use or when carrying passengers or otherwise using CAP aircraft for hire or reward, operating in violation of the pilot's certificate or the aircraft certificate.

Frequently, we are asked what the policy limits of these policies are. The insurers do not permit us to divulge that information, but you may be sure that there is enough coverage against third-party liability coverage for our authorized Civil Air Patrol activities.

Accident and health insurance is provided for all cadet members and is automatic coverage. The coverage begins when the cadet is accepted for membership. The cadet must be under the direction or supervision of a CAP senior officer when injured or killed to be covered under the cadet accident insurance policy.

The medical benefits of this policy are up to \$2,000 hospital charges for room and board and cost of operating room

and fees of physicians and surgeons and other related medical expenses. The policy will pay \$1,000 for death and up to \$7,500 for dismemberment, i.e., loss of an arm or leg.

Unlike the cadet accident policy, the automatic coverage for a senior member provides for accidental death and dismemberment, but has no medical coverage. There is a \$1,000 death benefit.

However, the corporation provides an additional coverage in a group accident policy to senior members which they must elect to take at their own expense. This policy provides for additional benefits for death, dismemberment and medical expenses. Many of our senior members are not aware of this additional coverage.

In addition to the senior member accident policy, senior members are covered under the Federal Employees' Compensation Act while participating in Air Force-authorized and directed missions during the time limits of the mission. These claims are adjudicated by the Department of Labor and the amount of the compensation is determined by public law.

Under that public law, the FECA benefits of a widow of a CAP senior member killed on a mission would be \$135 a month. There would be no benefits for children if the widow were eligible.

Disability benefits of a CAP senior member injured on a mission cannot exceed \$200 per month. The FECA will pay all reasonable medical bills for senior members injured or killed on Air Force missions, including hospital and doctor charges. There is also a lump sum burial allowance of \$800.

In today's world these benefits are hardly sufficient. We are doing what we can to get the FECA law amended but it is difficult.

Due to the delays caused by incomplete claims forms, each wing commander is urged to appoint someone to his staff who is knowledgeable of the insurance program and of the preparation of FECA claims. The Air Force liaison officer in each wing will assist in any way possible in preparing these claims.

Civil Air Patrol Regulations 900-5 and 900-8 have been published explaining the insurance program in detail. Guidance on FECA claims is contained in Civil Air Patrol Regulation 112-8.

## Task Force Seeks Positive Image For CAP

NEW YORK—A New York Wing corporate aircraft, with three cadets on board as passengers, crashed on takeoff.

One cadet was killed, the pilot seriously injured, and the other two cadets sustained minor injuries.

Local New York news coverage was somewhat detrimental to the image of Civil Air Patrol. As we all know, news is sold on the basis of sensationalism, almost without exception as to who it hurts. Commentary by some CAP members to the media, innocent as it was and said in all honesty, didn't come out in print the way it was meant or stated. By omission, an entire meaning can take on a negative note.

To try and counteract this type of situation in the future, a CAP New York Task Force was formed. Members of the task force are: Lt. Col. Sid Birns, Maj. Jason Kaatz, 1st Lt. Toni Trehy and 1st Lt. John Caserta, all assigned to the Northeast Region; Lt. Col. Dorothy Welker, assigned to the National Headquarters Squadron; and Lt. Col. Charles Fisher, New York Wing.

Its prime function at this time is to put out news releases, stories and photo stories. This is being done to help create a more

(EDITOR'S NOTE: Is your squadron, your wing, your region troubled by unfavorable or misleading publicity? Maybe you should get busy and do something about it! Civil Air Patrol needs favorable, positive publicity wherever it operates. Here, explained in this comment from Lt. Col. Sid Birns of the Northeast Region, is what one region is doing about the problem.)

positive image of Civil Air Patrol, as it functions within the community. This will not be any easy assignment, but with the people on this task force, it will be accomplished.

Our most immediate problem was to put together a news kit to be available for a SARCAP that was to be available to the news media people who were invited to attend. A second activity that combined units from the five boroughs was to take place the day after the SARCAP at the site of the old Science Pavilion at the old World's Fairgrounds, an ongoing aerospace education

program. The packet is background on what and who Civil Air Patrol is and what our mission is.

The task force will have the opportunity to keep its finger on the pulse of what is happening in CAP units throughout the Metropolitan New York area. These units will have the opportunity to take advantage of the expertise of the members of the task force.

We will all benefit from this type of positive action and CAP will have and receive the recognition it justly deserves.



### CIVIL AIR PATROL NEWS

National Commander.....Brig. Gen. Thomas C. Casaday, CAP  
Executive Director.....Brig. Gen. Carl S. Miller, USAF  
Director of Information.....Lt. Col. Herbert A. Babb, USAF  
Editor.....

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AUGUST 1977



# Cadet Officers End 10 Days of Training

MAXWELL AFB, Ala.—One hundred fifty-five CAP cadets, graduates of the Cadet Officers School, returned to their homes June 30 after 10 days of intensive study and training here.

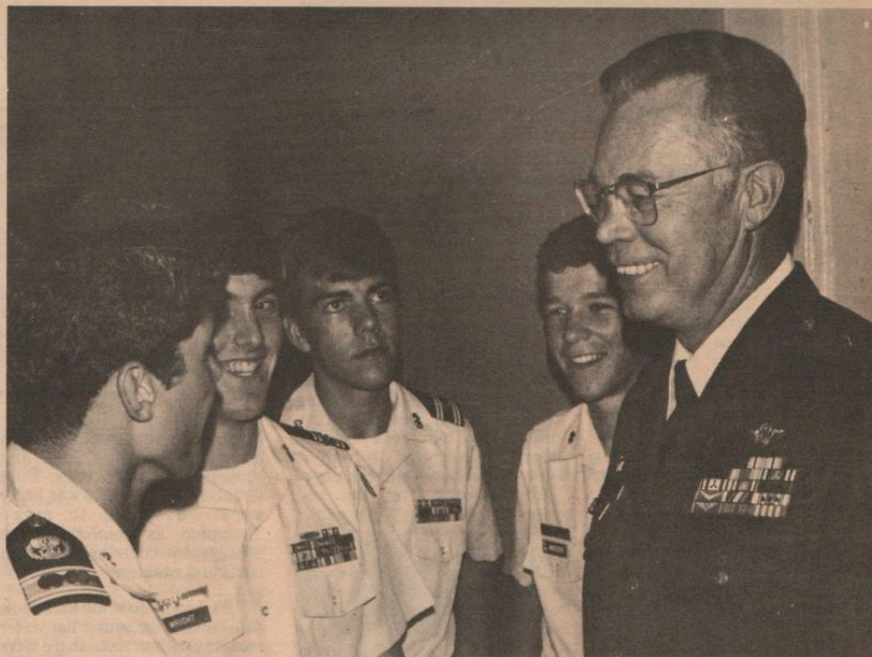
At the graduation banquet, Cadet James A. Hare of Cheyenne, Wyo., was named Outstanding Cadet of the 1977 Cadet Officers School. Winner of the essay contest was Cadet Kenneth R. Beko of Santa Ana, Calif.

Cadet John W. Neitge of Mankato, Minn., was winner of the speech contest. Second place winner was Cadet Lisa Coundjeris of Oxford, Md., and third place winner was Cadet David E. Dreuer of Mount Clemens, Mich.

Designed to produce more effective CAP officers, the course included the psychology of leadership; problem solving; public speaking; physical fitness; and orientation trips. Instruction time was divided between lectures and seminars.

Instructors for the school were CAP senior members, personnel from Air University here at Maxwell and from CAP National Headquarters, as well as Air Force Reserve personnel serving on active duty.

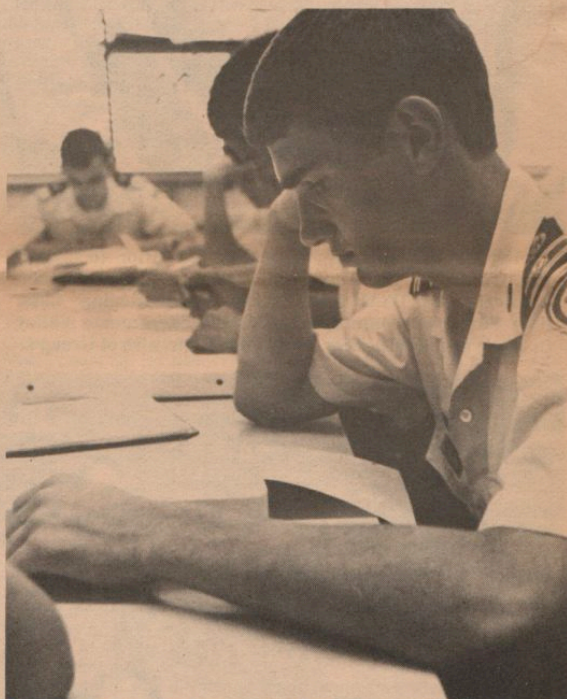
Photos by Maj. Leonard Wood, USAFR



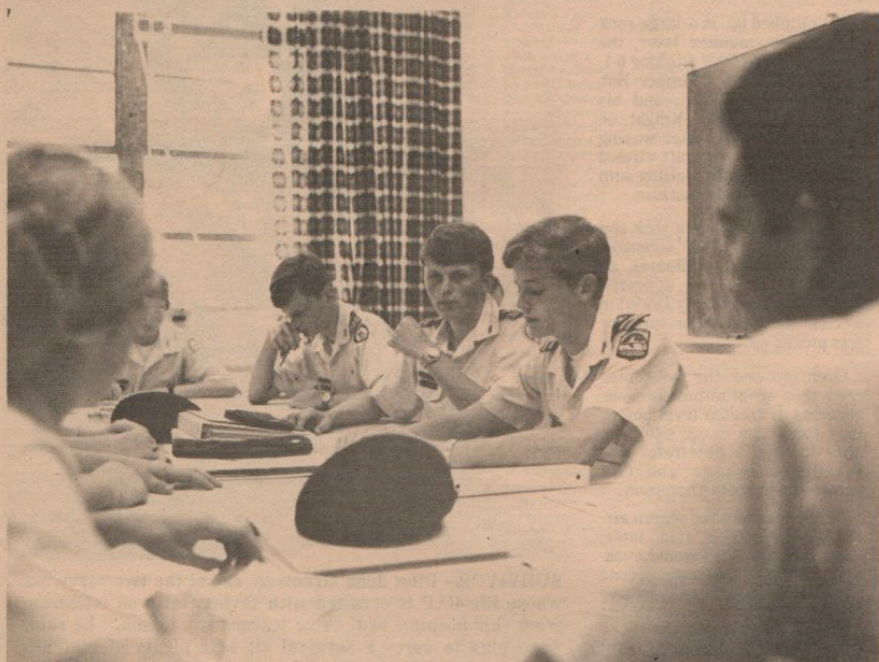
Gen. Casaday, Right, National Commander, Chats With Cadets



Physical Training Included Volleyball—Which Was Also Fun



Serious Study Occupies This Georgia Cadet



Discussion Group, One of Many During 10 Days, Talks It Over



Time Out For An Old Favorite—Watermelon



# Victim Recalls Awakening Under Crashed Plane

By MAJ. BETTY STOREY

Information Officer

California Wing Group 4

PLACERVILLE, Calif.—“The first thing I knew, we were regaining consciousness on the ground under the crashed aircraft,” said downed pilot John Grentzer, 29, of Camarillo, Calif.

He and his passenger, Dave Thompson, 26, had been on a flight from Oxnard, Calif., to South Lake Tahoe when they experienced rapidly deteriorating weather. They decided to turn back away from the approaching mountains and made a wide, 180-degree turn. “We had plenty of room,” Grentzer said from his hospital bed, “but the bottom just went out and I don’t

remember anything else.

“When we awoke,” he added, “we were under the overturned aircraft and both seat belts had broken. The wings had evidently sheared off while the aircraft plummeted through the heavy timber, and the tail section was gone just behind the cockpit. The engine was several hundred feet away.

“There was debris all over and our clothes were scattered around,” Thompson lost his watch at the crash site during the accident, but Grentzer returned to the scene a week later and retrieved it from a snow patch. It was still running. Immediately after the ac-

**(EDITOR’S NOTE:** An intensive two-day search reported in the July issue of Civil Air Patrol News, ended successfully in mid-May near Placerville, Calif., when a Civil Air Patrol crew from the California Wing spotted the pilot of a downed aircraft about a mile from the crash site. The plane, with one other person on board, had been on a flight from Oxnard, Calif., to South Lake Tahoe. The pilot, John Grentzer, 29, a Ventura County, Calif., deputy sheriff, was picked up by an Air Force helicopter. He then helped spot the crash site in dense woods and the helicopter, aided by a ground team, rescued the other survivor, Dave Thompson, 26. Civil Air Patrol shared credit with the Air Force for saving the lives of the two men. Herewith is the story of the crash and the rescue as told by the survivors.)

cident, passenger Thompson was immediately “aware of a numbness” in his legs and suspected a broken back. Pilot Grentzer, whose ankle was badly sprained, tried to make Thompson as comfortable as possible by covering him with coats and sweaters.

“We had no first aid kit and no provisions,” he said, “but water was no problem since there were numerous small streams and springs in the area.”

Foot-deep patches of snow were all around them and some were still hanging from the trees from the heavy snowfall of the previous night. “It was extremely cold at night, about 30 degrees or less,” Thompson said. “During the night we had several snow flurries.”

Grentzer said he scouted the area twice during the first day in an effort to locate help but finally decided that “the density of the forest would make it impossible for aircraft searchers to see us.” He made a decision to leave the crash site and attempt to get to a clearing where he could be seen. “We heard aircraft in the area all day but had no way to signal them through the trees.”

After spending the night alone in a thickly wooded spot, Grentzer wandered around and finally spotted a large clearing. Just before he got to it, he heard an aircraft go directly overhead and thought, “God, just one more time, please!”

He climbed up on a large rock and, a few minutes later, the blue and white CAP Birdog 0-1, with CAP Senior Member Bob Tarwater, the pilot, and his observer, Maj. Dave Knight, on board, spotted Grentzer waving his jacket. The aircraft circled him several times, letting him know that they had seen him.

“I just sat down on a rock and waited to be rescued,” Grentzer said. Within a few minutes, an Air Force helicopter appeared overhead and eventually landed in a clearing where the survivor was picked up.

Grentzer and the helicopter crew then spent almost an hour hovering at treetop level before they found the crash site. The crew lowered a penetrator into the dense foliage and two paramedics to help Thompson.

“I kept hearing the search aircraft,” Thompson said later, “and felt sure they would eventually find us, but on the second day I didn’t think I could survive long enough. I know I was almost gone when they rescued us.”

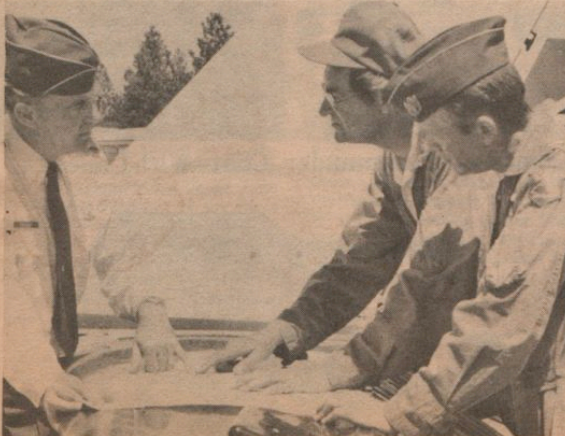
Grentzer, a deputy sheriff, said they spent hours trying to pry tops off his bullets with a

pocket knife so they could use the powder to start a fire, but “it just didn’t work.” Neither of them smoke so they had no matches.

Grentzer said later: “I’ve learned my lesson and plan to carry a survival kit with plenty of matches from now on.” He said he plans to keep flying, even after his harrowing experience.

Both men praised the professionalism of Civil Air Patrol and the Air Force rescue teams. “Without them, neither of us might have survived,” they said.

CAP pilots said that it is usually best for a survivor to stay with the crashed aircraft until rescue, but those involved in this search agreed that if Grentzer had not left the site, the search aircraft would have been unable to see the two men because of the dense forest at the scene.



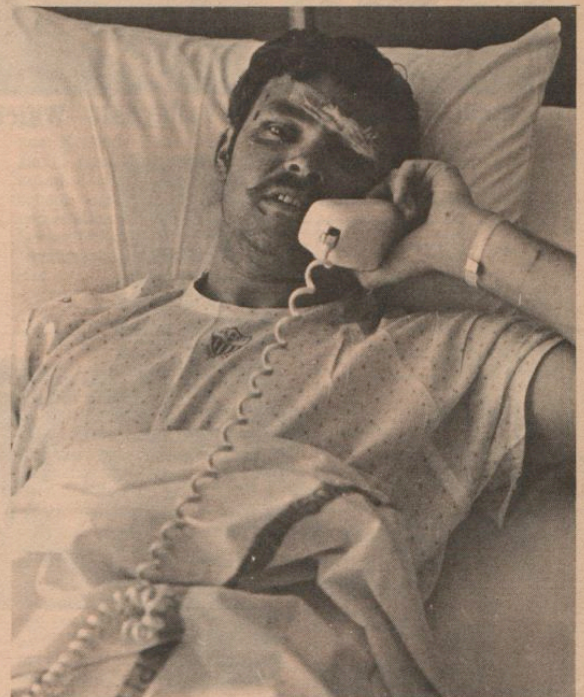
**PLANNING**—Discussing the search just prior to takeoff are, from left: Air Force Col. Bradford L. Sharp, commander of the USAF-CAP Pacific Liaison Region; Capt. Hoyt Simmons, commander of CAP’s Sacramento Valley Group 4; and his observer, 1st Lt. Bob Blair, also of Group 4.



**RESCUE**—Recovery of Dave Thompson, a passenger on the downed plane, was a joint effort on the part of the CAP ground rescue team which also included Air Force paramedics and members of the El Dorado County, Calif., Sheriff’s Department. The team leader, Capt. Gerald McKeegan, second from right, assists in placing Thompson on a litter for hoisting up to the helicopter.

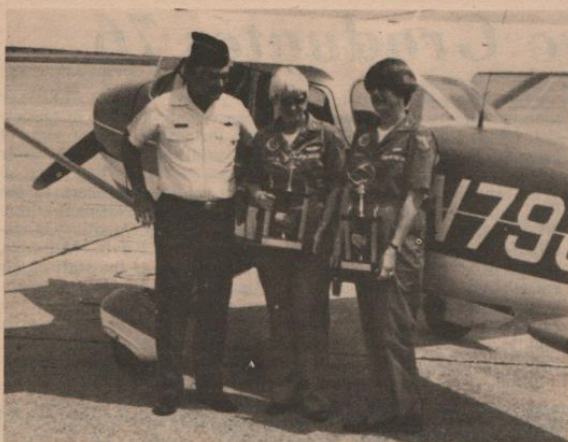


**THANKS**—CAP pilot Bob Tarwater, left, of Chico, Calif., receives appreciative handshake from Jack Grentzer, father of downed pilot, John Grentzer.



**SURVIVOR**—Pilot John Grentzer, one of the two survivors whose life CAP is credited with saving, talks on telephone from his hospital bed. “I’ve learned my lesson,” he said, “and plan to carry a survival kit with plenty of matches from now on.” He said he plans to keep flying despite his harrowing experience.





**DERBY TROPHIES**—First Lt. Carolyn Zapata, center, and SM Bea Howell show the trophies they won in the Powder Puff Derby's recent 30th Anniversary Commemorative Flight to Air Force Brig. Gen. Carl S. Miller, CAP executive director, during a refueling stop at Maxwell AFB, Ala. The CAP female fliers, who finished eighth in the four-day event, were en route home.

## Two CAP Teams Participate In Final Powder Puff Derby

MAXWELL AFB, Ala.—Two Civil Air Patrol teams from the California Wing were among 150 contestants participating over the July 4th weekend in the Powder Puff Derby's 30th Anniversary Commemorative Flight (and the final one) from Palm Springs, Calif., to Tampa, Fla.

Flying a CAP Cessna 172, 1st Lt. Carolyn Zapata and SM Bea Howell of Squadron 110 (California Wing) finished eighth in the four-day all-women's air race. First Lt. Stephanie Wells and 2nd Lt. Wendy Hurst of the George AFB Comp. Sq. finished 60th in a T-34 Beech Mentor owned by the Edwards AFB Aero Club.

During a brief refueling stop here on their way back home, the teams discussed the race. Both teams emphasized that they had tried to win, but their main objective was to finish. They felt the most important factor was safety, they said.

The course for this year's flight covered that of the original race in 1947. Planes in this year's flight ranged from a 65-horsepower Taylorcraft to a 1,400-HP P-40. Contestants were given puzzles and problems along the way and were awarded points for their performances.

"It was our first race and we had a great time," explained Lt. Hurst. "We never got lost and were never more than a few

miles off course."

Entry fee for this year's race was \$50, but by the time the cost of fuel, oil, lodging and other incidentals were added, it cost the teams about \$2,000 each to participate. Members of the California Wing helped out with a \$250 donation, but most of the costs came from the pockets of those participating.

Both teams had high praise for the help they received along the way from various Civil Air Patrol units. CAP members were out to help at most of the stops, helping to refuel and park the aircraft or whatever was needed.

The four female fliers summed up the race with one word: "Fun!"

## Sundown Patrol Aids Massachusetts Boaters

By SM BENJAMIN A. BERMAN

SALEM, Mass.—Pleasure boating in the popular waters off the Massachusetts North Shore should be safer this summer, thanks to the Northeast Surf Patrol and pilots of CAP's Salem Cadet Sq. (Massachusetts Wing).

Each weekend and holiday evening, two or three-man pilot-observer teams have been flying search patterns in the heavily-travelled boating routes between Gloucester and Marblehead, known by many as the "Yachting Capital of the

World." Flying CAP's Cherokee 180, equipped with a VHF marine-band transceiver, the Sundown Patrol searches for disabled boats and is capable of directing aid to sailors before they have to spend the night at sea.

Salem Sq.'s flying patrols are done in cooperation with the Northeast Surf Patrol, a network of radio-equipped boats and shore-based stations. During the Sundown Patrol, CAP's Cherokee becomes "Unit 25" of the Surf Patrol. It directs patrol boats to disabled craft, speedily checks out boats which might be

in trouble, and covers the entire area more thoroughly than the patrol boats could accomplish alone.

The Sundown Patrol began on Memorial Day and will continue through the summer months. So far in this boating season, the patrol has determined the whereabouts of several boats in distress and has directed Coast Guard and Surf Patrol craft to the scene. It has spotted and reported a floating hazard to navigation and radioed warning of an approaching squall line.

Perhaps most importantly, it

has given a large and popular boating area a thorough once-over at the close of each weekend boating day, making sure that boaters remaining in the vicinity are safely headed home and that nobody is stranded on the many small, rocky islands that dot Salem Bay.

Last year, more than 70 boats were reported in distress in the area covered by this Sundown Patrol. Everyone connected with the program is glad to provide this valuable service to local boatmen, and they look forward to expanding the patrol as much as finances and staffing

will allow.

The Sundown Patrol has been assisted by financial contributions by the Corinthian, Dolphin, Eastern, Jubilee and Palmer's Cover Yacht Clubs, as well as the local Power Squadron group. These donations have been applied to gas and oil expenses.

The Sundown Patrol is directed by Capt. Richard Shafner, squadron flight operations officer. Senior members taking part include Richard Zani, George Vaillancourt, Fred Nataloni, John Jason Denenberg and Benjamin Berman.

### All But One Completed

## Arizona Wing Missions Top Totals For Many Past Years

BENSON, Ariz.—The Arizona Wing has had more missions so far this year than in many entire years in the past.

With one exception, all missions have been completed. This one was suspended after the California and Arizona Wings spent a week searching in vain for a helicopter, piloted by a rockhound, which disappeared near the Colorado River at the Arizona-California borders.

During January, three missing aircraft were located, all in different areas of the state. One of them crashed near Benson and the wrecked plane has since been used by the Benson Comp. Sq. 404 for training purposes.

Two other planes had emergency landings on the same date as the Mooney Mark II piloted by Larry Jones and wife Ellen (March issue of Civil Air Patrol News). Although not CAP

missions, they helped obscure the search for the missing aircraft.

Although located close to the highway, the plane appeared to be just another outcropping of rocks and could only be reached by horse and on foot.

The cadets of Squadron 404 used the downed plane for survival tests, search and rescue, and picture taking practice. During a recent SARTest, this plane again was used as a "problem."



**SENIOR AWARD**—Brig. Gen. (Ret.) Ben Kelsey, USAF, left, presents CAP's Grover Loening Aerospace Award to Capt. D. Wayne Burks, commander of the Blue Ridge Comp. Sq. (Virginia Wing), for outstanding achievement in aerospace education. The presentation was made at a recent meeting at the Virginia Military Institute.

## Siskiyou Smokejumpers' Base Site of Type B Encampment

CAVE JUNCTION, Ore.—The Oregon Wing's Group III in southern Oregon recently concluded a Class B encampment here at the Siskiyou Smokejumper Base.

The encampment covered three weekends. On the first, the cadets visited Medford Airport, some 60 miles away, for helicopter rides provided by the

Air Force.

The second weekend was devoted to search and rescue training. Classes in the basics of search and rescue techniques were held and cadets were introduced to rappelling, using the jumpers' towers to rapel down.

The encampment commander was Capt. Gene Wicks of the Malion Sweet Comp. Sq.

## ADDRESS CHANGE?

MAIL THIS FORM TO: HQ CAP-USAF/DPYD, MAXWELL AFB, ALA. 36112

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(Please attach old label.)

We suggest you use any extra copies in promoting/advertising Civil Air Patrol by leaving the CAP NEWS where non-members will get an opportunity to read it. (Public Libraries, doctors offices, etc.)



# CAP National Staff College Graduates 76

Story and Photos By  
Maj. Noel E. Tomas, USAFR

MAXWELL AFB, Ala.—Civil Air Patrol's tenth National Staff College closed here June 29 with commandant of students post for Casaday, national commander, courses or for sending some of tend without having previously

attended one of the regional staff colleges.

The course work and other learning activities took place over an extended 10 days, longer than previous colleges. A staff of nine Air Force Reservists and 14 CAP officers assisted as seminar advisors and

support personnel. Lt. Col. Ralph R. Harris, USAFR, was the director this year and CAP Col. John A. Vozzo filled the commandant of students post for his second year.

At the graduation ceremonies, CAP Brig. Gen. Thomas C. Casaday, national commander, and Air Force Brig. Gen. Carl S. Miller, CAP executive director, both urged the students to put the learning from the college to work in their respective home units.

At the dining-out banquet, held the night before graduation, Lt. Col. (Ret.) Paul Kari, USAF, a prisoner of the North Vietnamese for more than seven years, spoke about the need for this nation to put its internal house in order and to seek greater efficiency in the way it uses its resources if it is to be strong enough to resist communism. He is currently in charge of aviation education for the Rocky Mountain Region of the Federal Aviation Administration.

For the first time, officers of

the Coast Guard Auxiliary observed the college in preparation for possible use of some of the methodologies in their courses or for sending some of their volunteer officers to the college. The National Commander of the Auxiliary, Commodore J. Kevin Mitchell, visited some of the staff of Air University and CAP here to discuss coordination.

The students attending represented 24 states, Puerto Rico and the Virgin Islands—another first.



**LASSOING**—Ch. (Col.) Luther M. Smith, chairman of Civil Air Patrol's National Chaplain Committee, tries to solve a Project "X" problem with a rope.



**THE TALL AND THE SHORT**—CAP Lt. Col. Arthur N. Reitnouer, left, of the Pacific Region—the tall—and Capt. Charles A. Smith of Mt. Dora, Fla.—the short—compare sizes with the Jolly Green Giant. Both CAP officers served on the college staff.



**OPENING DAY**—The smallest class in the 10 years of the college—76 students—listens to the speakers in the Squadron Officers School auditorium at Maxwell.



**SHAKING OUT THE KINKS**—Students stretch muscles in preparation for Project "X", part of the course work in leadership and problem solving training.



**BOOKSTORE PURCHASES**—The Civil Air Patrol Bookstore was kept busy during the college as students caught up on their uniform needs.



# TIN BOARD

## etin Cont'd

Whether the award earned is authorized on the Air Force uniform, but in cases where doubt of a badge, medal, or other device, the question should be referred to National Headquarters

ember 1977 unless sooner rescinded or superseded.)

DPH

**THE MONTH.** Just a reminder that the following items were phased out 30 June 1977:

male service uniform, 1545, and tuck-in service shirt, 1550 (old Combination A).

ord uniform (Combination E).

raincoat, 1157, for females.

DPH

### D CAP PUBLICATIONS:

merical Index of CAP Regulations, Manuals, and Pamphlets," Period Ending 8 July 1977, February 1977.

merical Index of CAP Forms, Test Materials, Visual Aids, and Certificates," Period Ending APR 0-9, 26 July 1976.

ension Course Institute (ECI)," 8 July 1977, supersedes CAPR 50-1, 3 October 1974.

67-1, "Civil Air Patrol Supply Manual," 8 July 1977, has been published.

67-2, "Civil Air Patrol Aircraft Parts Supply," 8 July 1977, has been published.

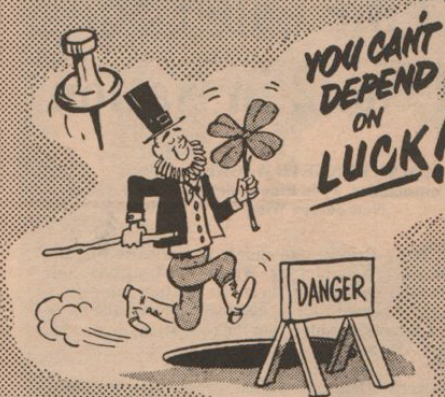
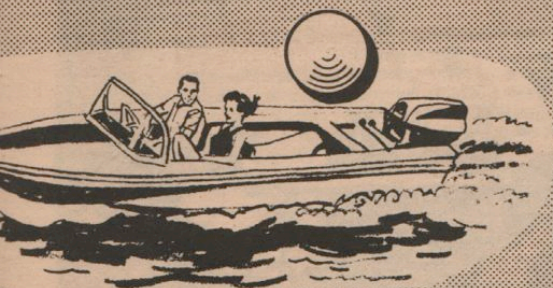
ollateral Investigations of Aircraft Accidents," 8 July 1977, supersedes CAPR 110-1, 2 March DAP

BICATION: CAPR 173-3, "Purchase and Financing of Simulators," 5 June 1975. DAP

IRECTOR

Col, USAF

## S. AIR FORCE -- THE AEROSPACE TEAM



### S A F E T Y

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#### LOW-ALTITUDE MILITARY TRAINING ROUTES

1. Our answer to a recent inquiry concerning military low-level training routes is restated here for all CAP pilots. The inquiry questioned the need for the present large number of training routes and whether any federal agency controlled the overall establishment and use of these routes.

2. The timing of this inquiry was interesting in that it so happens that the Air Space Management Group of the Air Staff is currently involved with an effort to change the training routes with emphasis on more "joint use" and better control. Although the Air Staff and other DOD agencies are involved, the FAA, specifically the FAA regions, is the focal point for the coming changes.

3. Current plans are to significantly reduce the number of military low-level training routes and to require IFR control in all but a few routes where FAA does not have IFR control capability. This is not to say that heretofore the routes have proliferated due to a lack of control. The military services have always been required to complete development/coordination in accordance with Part 10, FAAH 7610.4c. Airspace and operational requirements of all users are considered when submitting route proposals or significant changes in established routes.

4. A firm date for the completed package to realign the training routes under the new criteria is not yet available. We have been informed, however, that many of the improvements will go into effect this summer. For more information about the actual changes and the time factors involved, we suggest you contact the FAA regional office in your area. For the present, all CAP pilots should be aware that information concerning low-level routes can be found in the AIM and in the DOD FLIP Section AP/1B which is provided to each flight service station. All routes are depicted in the AP/1B, and procedures for using the routes are outlined. This information could be vital. For example, users are required to notify flight service before using a route which means the status of the route is available to the general aviation pilot. Also, before a route can be used, the users contact the originating agency 24 hours preceding its use. The originating agency for each route is listed in the AP/1B.

5. Finally, a word of caution for all, even those who are familiar with the low-level training routes and when they are used. The procedures and requirements incumbent upon low-level route users are those which should be followed. The prudent pilot *should* avoid the training routes as much as possible and should always consider them "hot."



# Here's The Way We Won The Honor

## Twin Pine Cadet Sq. Rated No. 2 in Nation

By MAJ. KENNETH WAGNER  
Commander, Twin Pine Cadet Sq.  
New Jersey Wing

PENNINGTON, N.J.—Prospective cadets who wish to join the Twin Pine Cadet Sq. (New Jersey Wing) must attend four meetings before they are allowed to do so. At the fourth meeting, they must bring their parents for a complete understanding of their obligations as parents of cadets and the obligations demanded of their children as CAP cadets.

During this four-week orientation period, prospective members are observed by the cadet commander, flight leaders and the senior officers. The prospective members are briefed on the rules and regulations of CAP and the rules of the squadron.

Some of the squadron rules are: 1. Cadets are not allowed to smoke; 2. Haircuts and personal appearance must be maintained at all times; 3. Fraternizing between male and female cadets is not allowed at any time while on any type of CAP function; and, 4. Regular attendance is a must (three hours, one night per week), and they must attend all scheduled activities, e.g., Armed Forces Day, cadet conferences, wing ball, wing picnic, etc.

### Activities

Activities are one of the strong points of this squadron. Each year, there are several bus trips for weekend activities at various state forests (Stokes, Bass River, etc.). We also have a weekend each year at the Lebanon Baptist Conference Center where classes in Leadership, Aerospace, Military Customs and Courtesies, and the History of Civil Air Patrol are taught.

Nearly all cadets are tested in their achievements and are upgraded. We also have a campsite on the commander's farm which we use 10 or 12 times a year.

Orientation flights are also a very big factor in this squadron. Cadets are flown one-half hour each month, regardless of achievement or how many flights they have had.

Safety is stressed very strongly in our squadron. We are very lucky that all activities that have been scheduled were accident-free, even on night compass courses. ALL ACTIVITIES ARE SENIOR SUPERVISED AT ALL TIME. Alcoholic beverages are prohibited to ALL personnel on any activity.

Money for all cadet activities is raised through tag days, two weekends per year, spring and fall.

We also have a flying program using a privately owned aircraft. We also have five cadets taking instructions, four solo cadets and one senior member. Four members have already received their private pilot licenses. The airport from which we fly contains a 2,200-foot grass runway. We have never had an aircraft accident or incident since this program has been in existence.

### Testing

Testing is very important in our squadron. Tests are taken every week by cadets that have been debriefed and approved by the Leadership officer or Aerospace officer. Tests are closed book. A grade of 70 is passing on achievements one through 15. The Mitchell and Earhart tests are closed book, and the cadets must have a grade of 85 per cent to pass.

All tests are corrected to 100 per cent before the contract is completed.

Our reasoning for closed book tests is that the cadets retain what they learn. We find that anyone can open a book, read it once, underline the highlights of each paragraph and pass open book tests. If the book is closed and the same questions are asked, these same cadets don't know the answers.

Personally, I feel that open book testing is a mistake and I feel that we have proved it in our squadron.

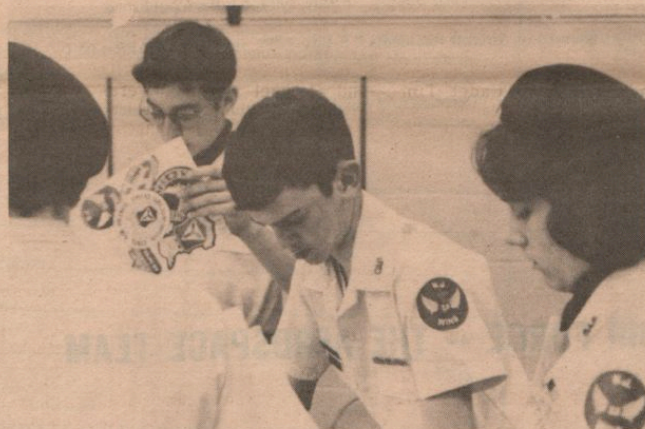
### Editor's Note

Each year, Civil Air Patrol recognizes the Top Five Cadet Squadrons in the nation, with Squadron No. 1 being known as the Cadet Squadron of Distinction and the others being known as Cadet Squadrons of Merit.

And, each year, Civil Air Patrol News asks the commanders of the Top Five Squadrons to tell in their own words how they achieved the honor. Squadrons No. 4 and 5—Palm Beach Cadet Sq. (Florida Wing) and Humacao High School Cadet Sq. (Puerto Rico Wing)—were featured in the July issue.

Here on these two pages, Squadron No. 2, Twin Pine Cadet Sq. (New Jersey Wing) and Squadron No. 3, South Macomb Cadet Sq. 3-2 (Michigan Wing), tell how they won the honor. A feature on Squadron No. 1, Ewa Beach Cadet Sq. (Hawaii Wing) will be published in the September issue.

*'Activities are one  
of the strong points...'*



SQUADRON NEWSLETTER—Cadet Joyce Cook, extreme right, cadet commander of the Twin Pine Sq., and fellow cadets examine latest edition of the squadron newsletter.



OPEN HOUSE—Maj. Kenneth Wagner, standing center, welcomes parents and guests at Open House at squadron headquarters. More than 90 guests, including Lt. Col. Robert Ritter, deputy wing commander, attended the affair.



# Say Cadet Squadrons No. 2 and 3

## South Macomb Cadet Sq. Winner of No. 3 Rating

By FRANCES A. BLACKABY  
Information Officer, South Macomb Cadet Sq. 3-2

MOUNT CLEMENS, Mich.—At the beginning of 1976, the cadet and senior members of South Macomb Cadet Sq. 3-2 (Michigan Wing) met to decide on a tentative schedule of events and activities for the coming year. The goal was to have an interesting and varied program which would attract everyone in the squadron.

The activities were many and the response from the cadets was great. Of all the activities, flying held the highest interest. Many of the cadets in our squadron are either taking flight training or hope to start in the near future.

During 1976, three cadets from the squadron received flight scholarships. A \$300 flight scholarship was awarded to Cadet Stephen M. Saghy during the July Bicentennial open house. Cadets William C. Blackaby III and Timothy Brady each received \$150 scholarships during the December open house.

During 1976, Cadets Blackaby and Saghy and Cadet Tim Vander Molen each earned their solo wings. Since then Cadet Saghy has earned his private pilot license.

We have two senior members who were active in the flight training. Second Lts. Leonard Cornett and Thomas Kerving both have been taking ground school courses to be prepared for their time in the air. Second Lt. Patrick King completed his ground school course and is working toward his solo and private license.

Although in 1976 our squadron did not have a licensed CAP pilot, we were able to have 87 orientation flights. This was possible through the Michigan Wing "Come Fly With Me" program and through the generosity of a CAP pilot, 1st Lt. Ken Anson of Farmington Cadet Sq. 11-6. He volunteered his time and used his airplane for our squadron.

Also, to keep the interest in aviation, the squadron toured such facilities as the Coast Guard station at Selfridge ANG Base near here, the Detroit City Airport tower, the Aero Mechanics School, and saw films and slide presentations concerning the different phases of aviation.

The leadership program was another active experience for the squadron. Thirty-two cadets completed the Class A encampment at Phelps-Collins ANG Base at Alpena, Mich., and the Class B encampment at Selfridge. Ten of our cadets held leadership positions at these encampments.

Other activities included formation of our own "Blue Beret"

team and a squadron survival encampment. Seven cadets and one senior completed this extensive program consisting of two phases. The emphasis was on search and rescue techniques and camping skills. Our squadron also held many practice SAR missions.

In May 1976, the squadron had an 18-member drill team which placed second in the Michigan Wing Drill Competition. We also had two nine-member drill teams which placed second and third.

The cadet academic bowl team for the Michigan Wing consisted of six cadets, all from Macomb Group III. Two of our cadets, William C. Blackaby III and Michael Kerving, were members of this team which went on to the region competition in November and again walked away with the trophy for being number one.

On other activities, Cadet Evelyn Cornett participated in the International Air Cadet Exchange Program. She went from Michigan to Israel, making stops in Washington, D.C., and in Germany. For our December open house, she set up an excellent display about her exchange trip for all our parents, guests and members to see.

Cadet Kathy Sarver, a member of our squadron, was Miss Michigan Wing and served as a Council representative in our squadron. We now have Cadets Laura DiGiantomasso and Evelyn Cornett as our representatives to the Cadet Council.

On weekends, the cadets helped in various community activities, such as directing car parking at ethnic festivals and church fairs in Macomb County, selling programs at the Selfridge Bicentennial air show, assisting in loading passengers aboard airplanes for the muscular dystrophy "fly-in" held at Detroit City Airport, manning telephones at the WJBK-TV studio during the Jerry Lewis Labor Day telethon, marching for muscular dystrophy, participating in local parades, and, during Civil Air Patrol Week, visiting the various city councils to inform the communities about Civil Air Patrol and our program. The squadron received proclamations from five cities which designated the week of Dec. 1, 1976, as "Civil Air Patrol Week."



PRESENTATION—Clinton Township, Mich., supervisor, Mr. Bobcean, left, presents a township resolution to members of the South Macomb Cadet Sq. 3-2 at a council meeting. The members are, from left, Cadets Laura DiGiantomasso and John DiGiantomasso, and SM John Rogers, all residents of Clinton Township.

'Flying held  
the highest interest...'

The South Macomb Cadet Sq. 3-2 did have a busy year, but it was not all work. We did a number of fun things, such as roller skating, bowling, tobogganing, staging a squadron family picnic, holding open house for parents and community, spending a weekend at Wright-Patterson AFB, Ohio, and the Air Force Museum, going on a trip to the Neil Armstrong Space Museum in Ohio, and holding cadet and senior parties, to name a few.

Each month, the squadron has a cadet of the month, most improved cadet, cadet officer of the month and an honor flight. There is also a cadet of each quarter and at the end of the year special trophies are awarded to the top cadets. These awards went to Cadets Tim Vander Molen, Michael Kerving, Gregory Williams and Gerard Riesterer in 1976. These awards provide incentive in developing leadership within the squadron.

During 1976, we lost three good cadets to the various branches of the armed forces. Many of our

former members have gone on to the military academies, into the Reserve Officer Training Corps programs and into other military programs.

The cadets, with the assistance of SM Frances Blackaby and Maj. Neil Christensen, have put together a monthly newsletter. The cadet newsletter contains news of promotions and awards, special news articles, aerospace events,

a safety log, the commander's corner and news of upcoming events. This newsletter insures that our cadets, seniors and parents are always informed.

With all these activities, the squadron has the volunteer support of many parents and other interested people. All of this helps to make us function as a team. And that is what made us what we are in 1976—Number Three in the Nation!



PROCLAMATION—Mayor Frank MacPharlin of St. Clair Shores, Mich., left, presents proclamation designating the week of Dec. 1, 1976, as "Civil Air Patrol Week" to SM John Rogers, Cadets Evelyn, Tim Brady, and William C. Blackaby III during a regular meeting of the council.



# THE BULLETIN



## CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS  
MAXWELL AIR FORCE BASE, ALABAMA

NUMBER 8

AUGUST 1977

### OPERATIONS

**1. PROPER ATTIRE FOR TRAVEL.** CAP travel authorizations prepared/endorsed/approved by USAF-CAP liaison offices in accordance with CAPR 10-3, paragraph 3d(4), contain the following statement: "Members will wear CAP uniform or appropriate civilian attire on military aircraft." The civilian attire provision is an exception for those individuals who cannot afford uniforms, those who are not required uniforms, AEMs, etc., and cadets/senior members who have not completed their initial membership training requirements or do not meet grooming standards and are not authorized uniform wear. However, in accordance with authority provided in CAPM 39-1, paragraph 1-4b, several region commanders have established mandatory wear of uniform as prescribed in CAPM 39-1, chapters 2, 3, 6, and 7, for travel aboard military aircraft. To preclude individual embarrassment and insure proper compliance, check your regional policy prior to travel. **DO**

**2. AUTHORIZED USE OF CAP INSIGNIA.** CAPR 900-2, paragraphs 3a and 3b, define when the CAP seal and the CAP emblem can be used. The Civil Air Patrol seal is *not* authorized for use on any aircraft/vehicle except those that are corporate owned. Affixing the CAP seal to privately-owned aircraft, vehicles, or property, without specific written approval of National Headquarters, is *prohibited*. The CAP emblem may be used on privately-owned equipment. In cases where the seal has been affixed without proper authorization, it will be removed immediately and, if so desired, may be replaced by the emblem. **DO**

**3. COMPLETION OF FCC FORMS 480.** Lacking sufficiently detailed instructions from the FCC for completion of station license applications, DOK obtained FCC approval of amplified instructions which were published in the May Bulletin Board. Repeated questions required further expansion. The forthcoming CAPM 100-1 will contain these instructions which in the interim are also being forwarded to the region and wing communications officers. Contact DOK for further information, if required. **DOK**

**4. NATIONAL COMMUNICATIONS COMMITTEE MEETING.** The National Communications Committee will hold its annual meeting in Atlanta, Georgia, on 21-22 October 1977. This meeting will be at the Marriott Hotel during the same time that the National Board will be in session. Agenda items for the continued improvement of CAP communications are requested and should be submitted through wing directors of communications—region DCS/communications and should reach National Headquarters/DOK by 15 August 1977 for consolidation, printing, and distribution to members. The following format is recommended:

Agenda Item No. (leave blank) and Title \_\_\_\_\_

Submitted by: (Name and wing or region) \_\_\_\_\_

Discussion: (Explanation of improvement and justification) \_\_\_\_\_

Recommendation: (Recommended action to be taken) \_\_\_\_\_

Action: (leave blank) \_\_\_\_\_

**DOK**

### PERSONNEL

**5. CHANGES TO CAPR 35-5, CAP OFFICER APPOINTMENTS AND PROMOTIONS.** CAPR 35-5 and CAP Form 2 as regards senior member officer promotions are currently under revision. However, the following changes are effective immediately:

a. **Paragraph 5c.** The region commander is now the promoting authority for promotion to the grades of major and lieutenant colonel for all senior members in his/her region. This authority will not be delegated.

b. **Paragraph 18. Former Members.** A former member may be reinstated to the same grade held prior to voluntary membership termination, provided he/she qualifies for that grade under current criteria (including applicable senior member training). A recommendation for such reinstatement is neither automatic nor mandatory. Recommendations from wing commanders will be forwarded to region commanders for approval for all grades under this provision. If approved, the appointment is not retroactive and the date of grade is the date validated by National Headquarters upon reinstatement.

(This item expires 10 December 1977 unless sooner rescinded or superseded.)

**DPH**

**6. CLARIFICATION OF POLICY ON US MILITARY BADGES AND DEVICES ON THE CAP UNIFORM.** The question of whether US military badges and devices earned by members of the Armed Forces are authorized on the CAP uniform was raised at the last meeting of the National Uniform Committee. As a result, the following policy was established:

All decorations, ribbons, and devices authorized for wear on the US Air Force uniform may be worn by CAP members when earned through qualification and awarded by competent authority to a member for service performed in any branch of the Armed Forces of the United States or its allies.

The Civil Air Patrol BULLETIN is published monthly. It contains official announcements, interim changes to CAP publications, and other items of interest for all CAP members.

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### 7. UNIFORM THI

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c. Old-style n

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### 8. NEW AND REV

a. CAPR 0-2,  
supersedes CAPR 0-2

b. CAPR 0-9,  
8 July 1977, superses

c. CAPR 50-1,

d. Change 1, C

e. Change 1, C

f. CAPR 110-1  
1972.

### 9. RESCINDED CA

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*Donald A. O'Ness*  
DONALD A. O'NESS  
Director of Administr

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PULL OUT AND POST



# Aviation Terms Mean A Lot to Ruth

ST. PETERSBURG, Fla.—WASP, 99s and Powder Puff Derby may be meaningless terms to the average citizen, but to people in aviation—and to Ruth Clifford Hubert in particular—they mean a lot.

Ruth, a real aviation pioneer, has been involved in all of them.

Mrs. Hubert grew up on a farm in Lakeland, Fla., but the farm life was not for her. So she became interested in photography and decided to become a photographer when she finished high school in 1935.

The Haldeman Flying Service of Lakeland offered a prize about that time for the best aerial photo of the Lakeland Civic Center. She went up in a small plane to try for the prize. She didn't win, but she found a new love—flying.

The owner of the flying service taught her enough to solo in about eight hours (at \$8 per hour). She later earned her private pilot license and commercial license. She even got her sister involved in flying.

As World War II was starting, she wanted to become involved, but welding and knitting for "the boys" was not for her. So she joined Civil Air Patrol in its infancy in 1942 (the Polk County Senior Sq.) and became 2nd Lt. Ruth Clifford.

As a CAP volunteer, she flew search and rescue missions, bomb alerts, and dropped leaflets, urging the boys to sign up. But, being a woman, she was barred from participating in the Coastal Patrol, looking for enemy submarines, and she lost interest.

So, she moved to a more exciting field and joined the

WASPs. The organization—Women's Air-force Service Pilots—utilized women pilots during World War II to relieve military fliers of more routine tasks, such as testing and ferrying military aircraft. She trained for the job in Sweetwater, Tex.

Upon graduation, she was assigned to Corcoran Field, Macon, Ga., a basic flight training center for the Army Corps. Her job was engineering test flights. "After a plane was worked on in maintenance," she explained, "I'd take it up to see if it was working properly—Sometimes, I'd have to put on slow time (flying as slowly as possible so a newly changed engine would not overheat.)"

Thus, Ruth, a woman pilot, found herself flying military planes in war time, testing them, stalling them, looking for

malfunctions, and ferrying them to distant destinations. But it was routine, she declared. "I don't think it was any more dangerous than any other flying."

At the end of the war, she returned to Florida where she used her rating as a Certified Flight Instructor to teach flying at a local airport. While serving as a flight instructor, she met and married Peter Hubert, owner of a rival flying school and one of the founders of National Airlines.

In 1947, as Florida state chairman of the 99s, she was involved in the first all-women's air show and the first Powder Puff Derby. The 99s is an organization of women pilots and derives its name from the number of charter members.

The Powder Puff Derby is (or was) an annual transcontinental air race of women pilots. The final one—the 30th anniversary derby—was held in July and followed the same course as the first one, from Palm Springs, Calif., to Tampa, Fla.

This year, Ruth Hubert served as honorary chairman of the final Powder Puff Derby, in honor of her long years in aviation and of her work in staging the first one.

After her marriage, two children and the demand of family life limited the amount of time she could spend in the air. So, until her son and daughter were grown, she was content just to keep her license current.

Then, in 1974, she joined Civil Air Patrol again, signing up with the Pinellas Senior Sq. here,

where she serves as operations officer. She still flies and is a mission-qualified pilot and puts her training to good use. She recently earned her Senior Pilot wings—after 40 years of flying. "In '75, we flew seven or eight missions," she observed. "Still volunteer, you know."

As one observer put it, Ruth Clifford Hubert has done nothing heroic when you come right

down to it. No single-handed rescues, no lost planes found. And Ruth herself even said, "Pretty routine." I never was a knitter and flying was much more exciting than being a welder in a factory.

"Why does one do anything?" she added inquisitively.

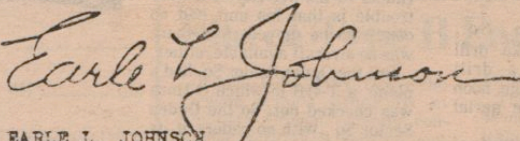
Answer: Because she is an extraordinary lady.



UNIFORM—Ruth Clifford Hubert in WASP uniform.



WARTIME SERVICE—CAP 2nd Lt. Ruth Clifford (now Mrs. Hubert) as she appeared during World War II. She is wearing a CAP uniform of that era and is holding a service flag. The stars on the flag represent employees who had entered military service from the firm for which she worked at the time.

OFFICE OF CIVILIAN DEFENSE WASHINGTON, D. C.	
CIVIL AIR PATROL	
APPOINTMENT OF OFFICER	
Name <u>Ruth Clifford</u>	City <u>Lakeland</u> State <u>Florida</u>
Grade, CAP <u>2nd Lieutenant</u>	Date of Rank <u>8 Dec 1942</u> Serial No. <u>4-1-421</u>
Pursuant to Paragraph <u>1</u>	Personnel Order No. <u>22</u> Dated <u>5 Nov 1942</u>
This appointment will terminate with the relief from duty of this officer from	
assignment as <u>Adjutant, Squadron 413-2</u>	
 EARLE L. JOHNSON National Commander	
OCD Form No. 627	4-0150-nobu-cf-wp

Ruth Clifford's Certificate Appointing Her A Civil Air Patrol Officer In 1942.



# Squadron Gives Aid To Helicopter Crew

TOCCOA, Ga.—Twenty-seven Army personnel from Ft. Campbell, Ky., received a helping hand recently from the Toccoa Comp. Sq. (Georgia Wing) following what could have been a serious incident.

While on an early morning VFR flight from Greenville, S.C., to Ft. Campbell, an Army Chinook helicopter ran into IFR conditions over the north Georgia mountains.

The Toccoa Sq. was conducting a weekend practice search and rescue mission but, because of heavy fog and low clouds, could not get its planes off the ground.

While waiting for a break in the weather, mission pilot 2nd Lt. Mike Martin spotted the chopper as it passed over Toccoa Airport. Lt. Martin established radio contact with the helicopter by using the airport's unicom radio. The helicopter pilot radioed back that he was flying at 1,600 feet. Martin quickly warned him of a 2,000-foot mountain located directly in his flight path.

Capt. Susi replied that he could not see the mountain and was unaware he was that close to the peak. A few seconds later, he keyed his microphone and said "We see the mountain now. We came too close to that thing. It was kinda hairy up here for a minute."

Martin then suggested that Capt. Susi land at Toccoa Airport. Susi, at that time flying IFR in clouds, requested and was given a heading back to the airport. A few minutes later, the helicopter, flying at less than 400 feet approached the airport and made a safe landing.

Susi credited Lt. Martin with helping him navigate around the hidden mountain and expressed his thanks to him.

The helicopter and soldiers aboard it were safely on the ground but another problem presented itself. Most of the soldiers had not eaten since Saturday and, by early Sunday afternoon, were very hungry. There was no food aboard the Army aircraft and, because they were returning from field maneuvers, the soldiers had no money.

The local National Guard unit, which was conducting a weekend drill, was unable to feed them. The Wig-Wam Restaurant of Toccoa was contacted and the

owner, Melvin Addison, agreed to furnish free of charge enough food and beverages to feed the 27 hungry soldiers.

The weather remained bad throughout the day and, as darkness approached, the Army men and women were getting hungry again. Groceries for the second meal were donated by a local Toccoa food store (Big Star). The food was prepared and served by CAP senior members Grace Nix and Evelyn Douglas.

Shortly after midnight, an Army bus from Ft. Campbell arrived to transport the soldiers back. Two days later, when weather conditions improved, Capt. Susi was able to fly his helicopter out.

As he was getting aboard the chopper, he remarked: "If we ever have to make another forced landing, I hope it's in Toccoa. I just can't say enough for the Toccoa Civil Air Patrol."



FEEDING THE HUNGRY—CAP 2nd Lts. Evelyn Douglas, left, and Grace Nix serve up food for hungry Army personnel.

## Utah Senior Flies Co-Pilot on DC-6

SALT LAKE CITY, Utah—Capt. MegAnn Streeter of the Mt. Olympus Cadet Sq. here has a particularly interesting job. She flies co-pilot on a DC-6 for the U.S. Forest Service and fights forest fires all over the Western United States.

At 21 years of age, she is probably the youngest if not the only woman in the nation to perform this kind of dangerous and demanding work.

Capt. Streeter started flying when she was 13. "That's when I really started to love flying," she said. Now she has more than 1,400 hours of flying time, a multi-engine rating, instrument rating and commercial license. During off-seasons, she attends Weber State College and flies charters for Trans-West Air Service.

In her CAP squadron, she is activities officer, aerospace counselor, and orientation pilot. Capt. Streeter earned her Spaatz Award in the Cadet Program in 1976. She spent six years as a cadet.

## Wing Takes Part In Open House

OFFUTT AFB, Neb.—Civil Air Patrol's Nebraska Wing participated in May in the Armed Forces Day Open House here with a static display of corporate vehicles and an aircraft.

Six squadrons brought in their vehicles to form the display along with the wing communications van and the wing's Cessna 172.

The Omaha Comp. Sq., winner of the Nebraska drill competition, staged a drill demonstration during the noon program preceding the aerial displays.

Uniformed CAP personnel staffed the display to answer questions, to explain the purpose and the equipment in each vehicle, and to provide continuous showing of "Room 22," "The CAP Story," and "The Encampment" films.

As to fire fighting, Capt. Streeter works nine hours per day, seven days per week. In speaking about the dangers of this type of work, she said that flying tree-top level is essential to success in retarding the fire. "There is little room for error in this business," she added.

## Units Combine Forces For Successful Mission

HILL AFB, Utah—While combining resources is not new to Civil Air Patrol, it is sometimes necessary to insure success for its missions.

In the case of the Utah Wing, it took the combined efforts of three squadrons to complete an airlift of three cadets, members of the Mt. Olympus Cadet Sq.

The cadets—Carole Blessing, Garth Holle and Rodney Carter—were scheduled to fly to Colorado Springs, Colo., for the Rocky Mountain Region Cadet Officers School at the Air Force Academy. They had just completed a Type A encampment here.

The only trouble is that their squadron, the Mt. Olympus Cadet Sq., had no airplane to fly them in. The squadron did move their baggage, however, to keep down weight in an aircraft.

SM Brian O'Hara, a member of the Weber Minuteman Comp. Sq., had volunteered to fly cadets to the activity. The only trouble is that his unit had no cadets to be moved. And there was no aircraft available, either.

But the Ogden Senior Sq. had a plane, a T-41B in which O'Hara was checked out. So the Ogden Senior Sq., with no cadets of its own, volunteered the use of its plane, which was flown by SM O'Hara of the Weber Squadron to move cadet members of the Mt. Olympus Squadron.

The flight required four hours and went off safely. The area over which the group flew,

between Ogden, Utah, and Colorado Springs, is some of the most rugged and most scenic in the country.

Mission accomplished.

## Texas Group Assists At Thunderbird Show

By SM GEORGE CHRISTIAN  
Texas Wing Group 13

HOUSTON, Tex.—The Thunderbirds are flying north across the runway, a low pass in a tight diamond. The solo pilot is meeting them head-on. As the lone T-38 rolls over on its right wing, the diamond parts and the knife-edge jet cuts through it like salami.

The crowd gasps. The jet is quicker than the eye.

But the crowd at Ellington

AFB near Houston has been gasping since early morning when the temperature started edging up toward 98. The sky is pure blue, clear of cloud cover.

More than 20,000 people came out in mid-June for the Air Force Thunderbirds' precision demonstration, an event which drew aircraft from throughout the country.

Civil Air Patrol's Group 13 (Texas Wing), commanded by Lt. Col. Danny Edwards, handled crowd control and emergency services, with Maj. Paul Renfro as project officer.

Air National Guard aircraft from as far away as Vermont flew in for static display. A Navy F-14 was the state-of-the-art star on the ground, but the crowd also got a close look at wide array of military aircraft on display.

Among the military airplanes, Houston's Thunderbird Comp. Sq. place a newly painted corporate 150 as a three-dimensional recruiting poster, with a corporate 172 from Beaumont's Group 22 alongside. Capt. Beverly Norman, deputy commander of the Thunderbird Sq., the unit was "swamped with interest."

Maj. Renfro reported that 26 senior members and 68 cadets—some working their first air show—turned out for the event. Cadet first-aid teams from the Thunderbird and Delta Comp. Sqs. of Group 13 patrolled the flightline and public areas in M-37 personnel carriers. They treated five heat exhaustion casualties. One cadet suffered heat exhaustion in late afternoon.

Corporate aircraft were flown into Ellington the day before the show, immediately after taking part in a Civil Defense exercise.



AIR SHOW VISITOR LINDA COX GETS AN IDEA OF WHAT CAP IS ALL ABOUT FROM CORPORATE AIRCRAFT ON DISPLAY.





**SIGHTSEEING**—A guide at the Ephrata Cloisters explains to Ch. (1st Lt.) John B. Murdoch, left, and Ch. (Lt. Col.) Reuben Katz, center, the workings of this early American religious commune. Katz is Northeast Region chaplain and Murdoch is chaplain for Pennsylvania Wing Sq. 105.

## Pennsylvania Is Setting For Chaplain Meeting

ANNVILLE, Penn.—Within sight of horse-drawn buggies and windmill-equipped farm houses of the "Plain Folks" of the Pennsylvania Dutch country, the chaplains of the Northeast Region held their annual conference in May here at Ft. Indiantown Gap, a semi-active military reservation.

The conference was expanded this year to three days to permit a trip through the Cloisters of Ephrata, an early American religious commune, and Boehm's Chapel, one of the older examples of Methodist houses of worship.

A Pennsylvania Dutch buffet followed the two tours after which the clergymen went on a sightseeing tour of the rolling hills and dales of this picturesque region.

Guests at the meeting included Ch. (Col.) Robert H. Beckley, CAP national chaplain; Army Ch. (Lt. Col.) Harold E. Nunemaker, Ft. Indiantown Gap post chaplain; and Army Maj. Jack Williams, Pennsylvania National Guard Plans and Training officer.

Ch. (Lt. Col.) Charles L. Wood, New Jersey Wing chaplain, presented a seminar on the use of CAP radio as a tool for expanding and improving the Chaplain Program.

"Moral Leadership in The Local Squadron" was the topic of an address by one of the Pennsylvania Wing's newest chaplains, Ch. (1st Lt.) Richard G. Miller.

In his keynote address following the banquet, Ch. (Lt. Col.) Reuben Katz, Northeast Region chaplain, left those present with a better concept of the place moral values play in today's society, specifically within the CAP organization. Ch. Beckley announced that Ch. Katz will present an expanded version of this discourse in October during the chaplains' session at the National Board meeting in Atlanta.

## Broadcast Tells Story Of Flight

TOCCOA, Ga.—The Toccoa Comp. Sq. (Georgia Wing) recently presented a special 45-minute radio broadcast to commemorate the 50th anniversary of Lindbergh's historic Atlantic crossing.

The pre-recorded program, entitled "The Spirit of St. Louis," was narrated by Toccoa Sq. senior members 2nd Lts. Wayne and Mike Martin and Cadets Lee Massey, Al Fincher, Bobby Martin, Todd Pruitt, and Tony Keller.

Radio station manager Otto McDonald said the broadcast was heard in portions of five Southeastern states over WLET-FM and sister station WLET-AM. The radio station provided the prime-time slot for the special as a public service.

The 20-page script, complete with musical background and sound effects, was written and produced by Wayne Martin, the Toccoa Sq. information officer and a former radio announcer.

The special was broadcast in May on the 50th anniversary of Lindbergh's solo flight from New York to Paris. It was based on Lindbergh's book, "The Spirit of St. Louis." Lt. Martin said the squadron decided to produce the special in order to salute a great man of aviation and to bring about a better understanding of the history of aviation.

## CADET AWARDS

### Mitchell Awards—June 1977

Eddie K. Stamper	01034	Leo K. Larkin	21042	Janet M. Porter	37009
Terry D. Taylor	01041	Louanne Stewart	21044	Edith M. Jones	37009
William R. Hollis	01055	Russell J. Lesley	23004	Amy T. Quinn	37011
Lisa D. Woodruff	02070	Douglas S. Dunbar	23004	Paul L. Both	37026
J. Paul Dimech	04005	Mark A. Rethemeyer	23036	Charles S. Peters	37060
Robert C. Neil Jr.	04005	Janel M. Sauer	23040	Scott N. Kohler	37080
Mark R. Beutel	04032	Daniel C. Campbell	23091	Ronald A. Szurgot II	37089
Omar A. Singa	04240	Richard A. Payne	24009	Scott J. Fernster	37255
Paul C. Nelson	04261	Rose M. Sipes	24018	Veronica M. Rivard	38003
Barry R. Blunk	04319	Thomas F. Phelps	25038	James G. Soper	38025
Susan M. Beck	04389	Jason A. Forst	26055	Donald C. Chambers	38025
Donna L. Gearl	06058	Margaret A. Churchill	26058	Mark D. Pruitt	41008
Joseph Q. Cael Jr.	07008	Chris De C. Dodge	28037	James L. Baker	41136
Jon E. Travers	07016	Donald E. Graham	28048	David W. Lauderdale	42130
Paul E. Moseley	08122	James D. Stroud IV	29067	Jeffrey W. Spencer	44005
Craig M. Wiles	08159	Michael A. Wojcik	29093	Daniel A. Benard	44009
Warren J. Schick	08293	Carl A. Yannuzzi	31011	Jeffrey K. Briggs	45025
John R. Armstrong Jr.	08293	Donald E. Aggar	31011	James R. Grove Jr.	45060
Patrick O. Hardy	08303	Robert R. Dilorio	31072	Thomas R. McCune	45091
Victor D. Vinson	09081	John M. Meyer	31073	Cecelia C. Klein	46046
Mark J. Semeneck	11189	John M. Fitzgerald	31158	Mitch G. Parker	46057
John C. McDonnell	11226	Robert A. Paoni	31162	Timothy C. Garmes	47013
Jude V. Domanski	11236	Scott R. Burger	31162	Theresa L. Fisher	47060
Robert L. Rasch	11268	Eddie Gonzalez	31224	Dana B. Sam Wood	47094
Kenneth V. Kozoff	12186	Marco A. Ramos	31227	Kenneth E. Kessler	48002
Oswald S. Binford	16005	Patrick C. Kelley	31308	Ronald T. Oman	48048
Bryan K. McElroy	16007	Raymond D. Ellsworth	32111	Dana A. Schreiber	48048
Erich J. McElroy	16007	Hugh W. Carter	32111	Donald L. Deetjen	48144
Shawn M. Finnegan	18077	Dale A. Fender	32129	Vernon G. Daweritz	51009
Gary O. Renfrow	18089	Hector Arocho Jr.	34003	Suzanne M. Yong	51030
William S. Maddox	19057	Steve H. Davis	34037	William D. Perreira	51030
Brian R. Kelley	19057	Walter B. Carnes	34139	Dennis R. Russell	51048
Michael K. Levinger	19070	Allen W. Zaugg	36028	Edna L. Roque	52018
Mike B. Greiger	20072	Cynthia A. Rogers	36073	Ramon A. Cruz	52128
Martin L. Price	20145	Mary H. Little	36073	Roberto Soto	52128
Scott S. Russell	21021	David J. Gearhart	37009	Hector Figueroa	52128

### Earhart Awards—June 1977

John W. Gardner	01016	Michael A. Williams	20145	Dewitt A. Blunden	37246
William C. Myers	03030	Tamara L. Purdy	20145	Paul A. Ramsey	40018
David J. Goff	04220	Bryan K. Lowry	20240	Thomas R. Peoples	45091
Dean E. McIndoo	05099	Gary D. Cross	22037	Craig W. Pope	45117
John S. Liro	07004	Kristine L. Schweiker	29059	Wayne R. Sass	45117
Randy K. Kile	07016	Christopher L. Baldi	29067	Randy W. Wirth	46085
Mark K. McCarthy	08117	John G. Jarama	29068	Douglas S. Schroeder	48002
Todd F. Hasty	08227	Edward V. Wright	31108	Paul G. Newell	48018
Martin L. Price	11254	Patrick D. McGallaird	32111	Orlando Rivera	52006
Pat A. Lindemann	11254	Gail A. Duerr	33005	Carlos A. Flores	52035
Michael T. Patten	11254	David M. Donelson	34051	Luis F. Marrero	52045
Randall L. Dean	11254	Thomas S. Thacker	34166	Fundador Rodriguez	52045
Mike B. Malis	11254	Dallas S. Basham	34166	Pedro J. Rosario	52064
Alan W. Ackley	14031	Mark E. Cantrell	36065	Gerald S. Fariza	52079
John Barron	17035	Shirley A. Shannon	36065	Mildred Castro	52091
Scott A. Hartman	17035	Richard A. Magners	37018	Juan Ponceleon	52116
William J. Jacon	20117	Greg H. Reiff	37082	Angel L. Casiano	52116

## NEWS BRIEFS

### Colorado Wing Holds Flight Clinic

LITTLETON, Colo.—The Colorado Wing recently held a flight clinic at Boulder (Colo.) Airport to train both seniors and cadets in the different aspects of search and rescue operations.

The classroom training, which was directed to both flight and ground crews, included flight safety, use of aircraft direction-finding equipment, flight and taxi procedures, and the selection and use of survival equipment.

After the classroom training, the flight crews flew in Colorado Wing aircraft to improve their flying and observation techniques, while looking for stranded motorists at the same time.

The ground teams, after their classroom training, practiced the use of ELT (emergency locator transmitter) direction-finding equipment by hiding the ELT in different places and then looking for it.

Members from both the South Platte and Englewood Cadet Squadrons attended the activity.

### Units Take Part in 'MiniCAPs'

ROCHESTER, N.Y.—Members of the Rochester Senior and Cadet Squadrons participated in local "MiniCAPs."

MiniCAP is the name given to a combination of cadet orientation flying and small-scale local SARCAP practice, designed to increase aircrew proficiency as well as to introduce cadets to flying and to train them as observers. Seniors and cadets were expected to locate a target from the air and then give adequate briefing/debriefing information to land rescue team officers as to each target's location for "rescue" purposes.

By beginning aircrew training at the earliest possible state, it is felt that not only will interest in CAP be increased but that retention of cadets will be enhanced. This program is also expected to help build the Rochester Group's roster of pilots preparing for the Mission Pilot rating.

The concept of the MiniCAP was developed by several members within and associated with the Rochester Group (New York Wing).

### McKinney Going to Academy

AURORA, Colo.—Civil Air Patrol Cadet James H. McKinney has this year become a cadet at the U.S. Air Force Academy in Colorado.

He attended college at the University of Northern Colorado this past year and maintained a grade point average of 4.0. He also won a three and one-quarter year Air Force ROTC scholarship but turned it down in favor of attending the academy.

Cadet McKinney joined Civil Air Patrol in 1972. He held several squadron positions, including that of cadet commander of the Lowry Cadet Sq. before its merger with two other units to form the East Metro Cadet Sq. He also was chosen commander of this year's week-long encampment at the Air Force Academy.

He plans to major in computer engineering and become a career officer in the service. He would like to stay active in Civil Air Patrol, he says.

This is the fulfillment of a lifelong goal, he said.

### Maryland Holds Practice Search

SALISBURY, Md.—The Maryland Wing recently held a practice search and rescue mission based here at Salisbury Airport.

Some members of squadrons from as far away as Frederick travelled Friday night in order to arrive on time for the start of the mission at 8 a.m. At that time, Lt. Col. Ken Welk briefed the 121 CAP members who had gathered for the mission.

The problem was to find a missing (simulated) aircraft which had disappeared while en route from Stone Mountain Airport, Ga., to Salisbury Airport.

Ground teams were dispatched following reports given by state policemen (simulated) about a sighting by a local resident. Later, one of the search planes reported that it was receiving emergency locator transmitter (ELT) signals. Within 30 minutes, the search plane had found the source of the signals and directed the ground teams to the target, located in a local state park.

Due to the bad weather which followed, further practices could not be held that day, but the Air Force advisors and CAP officials directing the practice mission were pleased with the performance of the wing.

### First Aid Course Is Presented

SETAUKET, N.Y.—Suffolk Cadet Sq. 10 (New York Wing) recently completed a first aid course for its members, many of whom had never had such training before.

The course, which lasted two months, was conducted during the unit's weekly meetings, an hour and a half each week.

In addition to regular written first aid test, a practical examination was included at the conclusion of the course.

This consisted of having half the class act as victims with each victim wearing a card listing what was wrong with him. The other half of the class acted as rescuers, using whatever they had on hand to treat the victims. The victims were not allowed to offer any help. Some of the materials used were blankets, belts, shirts and even shoes. Then the victims and rescuers exchanged places and repeated the procedure, using different cards.



# Family Motivation Made Senior 'Tick'

By MAJ. NOEL E. TOMAS, USAFR

MAXWELL AFB, Ala.—Family motivation seems to be one of the things which make 1st Lt. Jane A. Wellman of Salt Lake City, Utah, tick.

The 1977 National Staff College, CAP's highest level of senior training which ended here June 30, was just one more achievement in a line of accomplishments and activities for Lt. Wellman (nee Crenshaw).

Civil Air Patrol occupied much of Jane's teen years after she joined in January 1970. But, in addition to the language of CAP, she also spoke in other terms—such things as "team roping," "barrel racing" and "bronc busting."

She joined CAP at about the same time she joined the Sheriffs Posse, known for its display of riding talents. Finding the rodeo trail to her liking, Jane became a member of the Girls Rodeo Association and took to almost everything the rodeo cowboys did.

She only skipped the bulldogging, wrestling cattle to the ground, but she could rope and tie a cow with the best in team roping contests. She could also straddle a twisting Brahma bull, and stay in the saddle of a bucking bronc, occasionally biting the dust while slapping leather in true rodeo fashion.

Jane described her Air Force family as "close" during the period when they lived at a variety of Air Force bases following her birth 21 years ago in London, England. Her father's firm and loving support she cited as the reason she achieved so much, both in Civil Air Patrol and in other endeavors.

Uppermost in Jane's warm memories of her father, who died in 1974, was the realization of his wish to see Jane become a cadet officer. Her father served 24 years in the Air Force and was a photographic ground technician.

When she received her warrant officer status, her father was especially proud of

her achievement, she recalls. "He was blind then," she said quietly, "but that did not keep him from recognizing the rank. He asked me to come over to him that day so he could feel the insignia and he said that satisfied him better than seeing it."

"So you see," Jane continued, "CAP has a very special meaning to me."

Shortly after her father's death, her mother joined CAP and works on the Rocky Mountain Region headquarters staff in administration. Jane has a brother who serves in Germany in Army intelligence.

Last year, the Cadet Officers School here named her the outstanding cadet officer. So it was natural for her to move into the CAP senior ranks as a lieutenant.

Probably few know, except those close to Jane, of the motivational support she received from her father as her teen years' interests and activities reaped personal satisfaction for her, and especially her parents.

She was graduated from Clearfield High School in Utah where she had spent her longest time in one location—a year and a half. There she ran cross-country, swam on the swim team and competed in basketball and softball.

In CAP, her achievements are many. These include a Certificate of Merit from Leadership School and also from the Air Force Association, two years as drill team commander for the Rocky Mountain Region, winning the sportsmanship award in national competition and a Meritorious Service Award, the Air Force Reserve Officer Training Corps Award of Merit and Leadership from Utah, Amelia Earhart Award and participation in IACE, traveling to Austria.

Talking of her achievements does not make Jane comfortable. She felt that way when she described the recognition she received from National Headquarters for saving the life of a

friend in 1976.

The friend suffered from an illness which worsened during a prolonged flight. Jane recognized what it was doing to her friend and instructed the aircraft commander to land at nearby McConnell Air Force Base, Kans., where the friend was rushed to the base hospital and successfully treated, saving the young woman's life.

To come to the National Staff College, she had to be separated from Jerry, her husband of only one and one-half months. But he gave his okay.

He is completing work for a degree in Journalism and an associate degree in Police Science at Weaver State College in Ogden, Utah, where they met in 1974 at an encampment.

Jane completed three years there, working toward a major in Physical Education and a minor in pre-medicine with an eye toward finishing after Jerry's graduation this December. She probably will become a registered nurse after completing her college requirements.

Right now, after what Jane noted in passing as an "involvement in the martial arts," she is employed as a police security guard for the Webb Security Service in Salt Lake City. She covers rock concerts, checking for drugs and weapons, circuses and carnivals, and in airport security.

She is fully qualified with police weapons, such as the .38-caliber pistol she carries when on duty. And she expects to accept a position on the Salt Lake City police force when her application is approved.

Jane's spirit of competition, leadership and initiative continue to be revealed as she distinguished herself at staff college despite a minor setback. She exemplifies what happens when "family" becomes the central important feature of a person's life.



PROJECT "X"—CAP 1st Lt. Jane Wellman pauses during Project "X" problem-solving exercise at the National Staff College. Ingenuity and teamwork were the keys to completing the task. Lt. Wellman is on the Rocky Mountain Region staff. (Photo by Maj. Noel E. Tomas, USAFR)

## August Survival School Slated At Florida Technology School

MELBOURNE, Fla.—If you, a CAP pilot or observer, believe that survival skills are important to airmen, here is the school for you.

This survival school will be held Friday through Sunday, Aug. 26-28, here at the Florida Institute of Technology, located near Kennedy Space Center. Dr. David Woodbridge, head of the science department at the school, created the course in cooperation with the director of Senior Training at CAP National Headquarters, Maxwell AFB, Ala.

### Ohio Wing Gets Scholarship Fund

CINCINNATI, Ohio—Through the efforts of Col. Robert Herweh, former Great Lakes Region commander, funds have been donated to Civil Air Patrol which will enable Ohio Wing Group I to have its own Flight Scholarship program.

The scholarships are available to cadets and seniors to cover the cost of solo flight training and, for those who have previously soloed, to continue their flight program.

Group I members must apply for the scholarships and then have their applications screened by a review board to receive the benefits. Nine members have been accepted among the initial applicants thus far.

The cost of the course is \$60. Rooms at the school dormitory are approximately \$6 per night. If you desire continuing education academic credit, you must pay an additional fee.

CAP members who want something different in training which may help save their lives should write to: Florida Institute of Technology/UCPR, Country Club Road, Melbourne, Fla. 32901, or telephone (305) 723-3701, extensions 204 or 205.

## Cadet Enters USAF Academy, Is Fourth From Same Staff

WESTCHESTER, Penn.—A milestone of sorts was reached in the Pennsylvania Wing this



CADET TIM HAWES

June when Cadet Tim Hawes entered the U.S. Air Force Academy class of 1981.

Tim joins three other former CAP Ranger Staff cadets who are currently in the academy. They are: Ron Rosepink, class of 1978; Kieth Kries, class of 1979; and Albert Wallace, class of 1980.

The Ranger Staff Cadet Program in the Pennsylvania Wing provides cadet leadership for wing-sponsored Ranger training events. These cadets, about 50 in number, are rigorously trained in advance survival techniques, leadership, aircraft crash-site procedures, and teaching.

For a group of only 50 cadets to place one of its members in the Air Force Academy for four consecutive years may be something of a first for CAP.

## Love it and leave it



## Green



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For the benefit of all members of Civil Air Patrol, the statistics of search and rescue activities throughout the organization are shown below.

These are unofficial figures compiled by Directorate of Operations at CAP National Headquarters.

As of July 12

Number of Missions .....	417
Number of Aircraft .....	2,464
Number of Sorties .....	5,355
Flying Hours .....	9,483.2
Personnel .....	11,752
Mobile Radios .....	3,622
Fixed Radios .....	2,541
Saves .....	35
Finds .....	213



# FAA Radar Tapes Aids Searches

By MAJ. ROBERT MATTSON  
HQ. CAP-USAF

Did you know that the Federal Aviation Administration has been using its computerized radar capability to help us find missing aircraft?

Most FAA centers have radar information for the past few days stored on computer tapes. If you can supply them with the exact time and place the missing aircraft could have been spotted by their radar, they may be able to re-run the computer tapes and give you the point where the aircraft dropped out of radar coverage.

If the aircraft was on an IFR flight plan, had a transponder, or made contact with the center, then they will have a much

## SAR PEOPLE

easier time tracking the aircraft. But, if the aircraft did not have a transponder or did not make contact with the center, they will have a much more difficult time identifying which radar returns are the correct ones.

In any case, once the FAA center's data automation personnel have found the missing aircraft on the tapes, they will be able to give you a fix every six seconds for the last few minutes of flight. Under some conditions, they can give you the aircraft's heading, altitude, and ground speed! But the most important

thing they can give you is the point where radar contact was lost.

This system of using radar tapes has been called "DART" (Data Analysis and Reduction Tool) and "D-PICT" (Data Pictorial). Now there is a new term—"TAP" (Track Analysis Program). Fifteen of the 20 FAA centers are now using the TAP program. The other five will be converted within the next two years.

In the first five months of this year, the DART or D-PICT has been used on 20 missions. On 18 of these, the aircraft was located

within an average of two miles from the computer position. In one case, the aircraft was located 40 miles away but DART eliminated vast areas that normally would have been searched. In another case, the aircraft remains missing in extremely rugged terrain.

How do you get all this information? Ask the Air Force Rescue Coordination Center (AFRCC)—not the FAA. The AFRCC has established close coordination with all centers having the capability and they will be requesting TAP information at the same time you are being alerted.

I want you to know the capabilities of TAP so that you will appreciate the quality of the information and will expend the majority of your search effort around the TAP positions. On a number of cases, the information was so good that ground teams sent to the area immediately located the crash.

As with any search and rescue aid, this is not a panacea, but it is an extremely effective tool which can help us in our humanitarian mission. When it can be used, it has been 90 per cent effective in getting us within two miles of our survivor.

## First Time For Many

### 35 Cadets at Encampment

By CAPT. BARBARA HOAK  
Encampment Commander

CANNON AFB, N.M.—The New Mexico Wing Cadet Encampment was held here in mid-June, the first-ever encampment for 33 of the 35 cadets and

several of the staff members, including the encampment commander.

The Air Force's 27th Tactical Fighter Wing went all out to show the cadets the F-111D. This included a static display of the aircraft and a tour of the shops

which support the mission of this aircraft.

A visit to the Melrose Weapons Range was another highlight of the encampment as the cadets watched the F-111 team make numerous bombing runs on the range, followed by the A-7 demonstrating its marksmanship for the group.

Details of the paperwork and preparation each pilot must complete before boarding the aircraft and the electronic advantages of the craft were explained. The cadets visited each phase with the pilot and project officer, Capt. Rick Cardinas of the 524th Fighter Sq. Later, they cheered his baseball team to its first win of the season.

Each afternoon, the two integrated flights stood retreat in front of the 27th Wing headquarters, then marched to La Cocina (That's Spanish for dining hall.) where meals were all too short but usually lent time to visit local airmen.

Parents of local cadets, previous encampment commanders, wing officials and the Cannon base commander were among those attending the graduation ceremonies for the cadets.

## Operating CAP Unit Costly, Squadron Finds

CHARLOTTE, N.C.—Running a Civil Air Patrol squadron is getting to be expensive these days and Charlotte's 111th Air Rescue and Recovery Sq. is no exception. A squadron meeting was called recently to discuss this problem and find a possible solution.

Lt. Col. J. R. Bondurant, commenting at the meeting, said, "There has got to be some way to defray the high cost of operating an effective unit while at the same time providing the degree of community service which has become expected of us."

During the meeting came the idea of attic sales. Says Col. Bon-

durant, "This has proved to be one of the least time consuming and highest money-making fund raising projects the unit has undertaken to date. There is no investment on the part of the unit and every dollar that comes in is profit."

The attic sales are averaging a yield in excess of \$700 for one day's work.

During the second half of the fiscal year, attic sales have enabled the 111th to secure approximately one third of its operating expense which would have otherwise had to come from the pockets of its members.



CADETS' EYEVUE—Cadets peer into the exhaust port of an F-111 during tour of maintenance facilities. The engine itself has been removed. (USAF Photo)

## 'Missing' Plane Object Of 'Search' in Carolina

AIKEN, S.C.—A missing red and white Piper aircraft (simulated), piloted by a student pilot with only 35 hours flying time, was the target of a practice mission recently by the South Carolina Wing of CAP.

Union County Airport was the site of the practice search.

Members of both the Aiken Senior Sq. and the Aiken Airport Comp. Sq., with their aircraft, a Cessna O-1 and a Cessna 150, participated in the mission, upgrading their efficiency in technical skills and the safe conduct of search and rescue operations.

One hundred six senior members, 43 cadets and 34 aircraft from across the state were present for the mission. A total of more than 1,100 square miles of South Carolina countryside around Union were covered in the search.

Very early in the mission, several aircraft reported sighting a possible "crash." However, a ground team dispatched to the area found the "wreck" to be long strips of white paper with orange price stickers, apparently discarded by a manufacturing firm and scattered by the wind.

The actual target was sighted about 2 p.m. in a wooded area near the Carlisle community. Ground teams were dispatched and the "victims" located. The "pilot" was found a considerable distance away.

The mission was evaluated as satisfactory by a team of Air Force officers and others.



KEESLER ENCAMPMENT—Some 100 Louisiana and Florida Wing cadets recently spent a week at Keesler AFB, Miss., on their annual encampment. While there they visited two Air Force Communications Service facilities operated

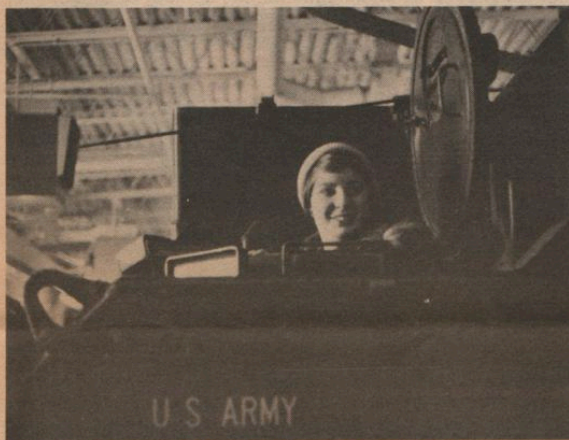


by the 2052nd Communications Sq. At left, a C-130 takeoff adds interest to a tour of the control tower. At right, the cadets get a close look at the switchboard operated by the communications squadron.



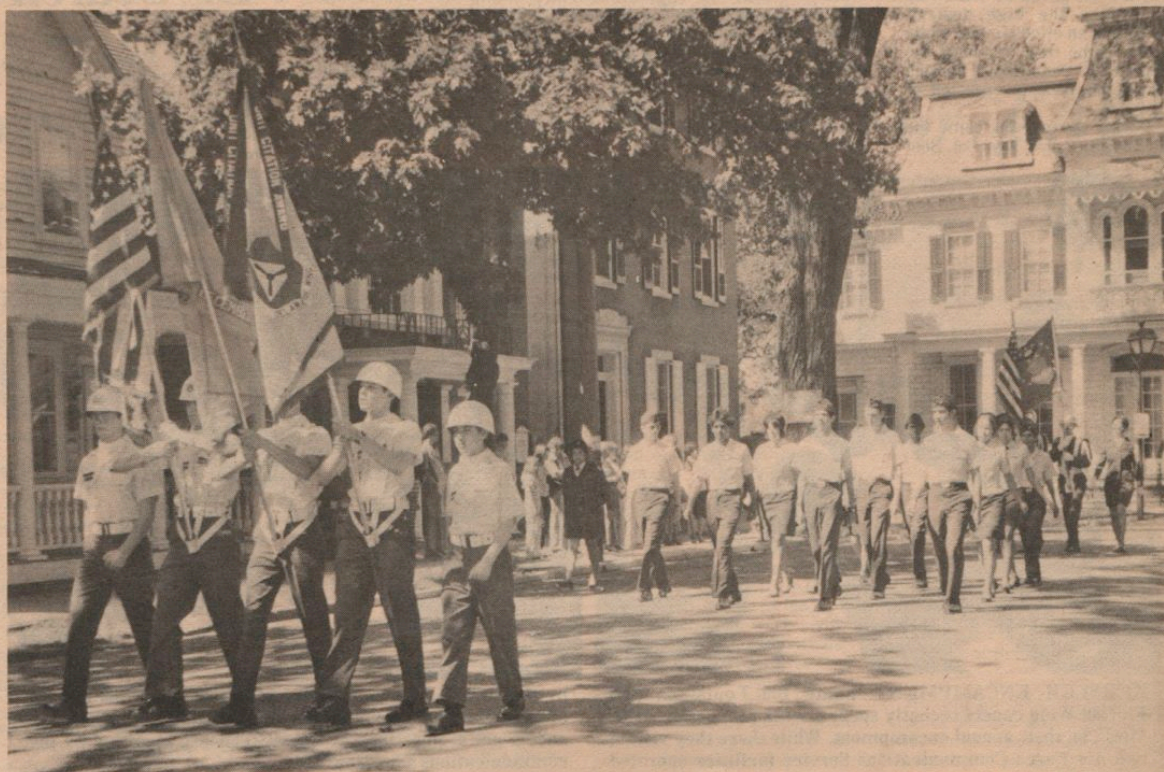


**PLANNING STRATEGY**—Three members of the New Hampshire Wing plan route they will follow in disaster exercise held recently. They are, from left, 1st Lt. Eugene Morton, commander of the Lakes Region Comp. Sq.; 1st Lt. Jayne Conger, information officer; and Lt. Col. Harvey Plourde, chief check pilot for the New Hampshire Wing. The training exercise was judged successful despite high winds which halted flying by 11:30 a.m.

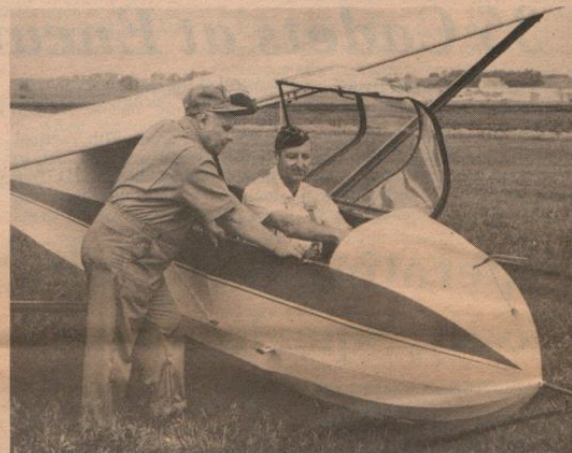


**GUARD TOUR**—CAP Cadet Jessie McDonald of the Parma Cadet Sq. 1103 (Ohio Wing) looks out the hatch of an armored personnel carrier during a squadron tour of Co. D, 107th Armored Cavalry Regt., Ohio Army National Guard. Army Capt. William Arrington, commander of the Guard unit, conducted the tour.

**ANOTHER BICENTEN-**  
NIAL — Members of the Dover Cadet Sq. (Delaware Wing) parade down The Green—that's the name of the street surrounding (what else?) The Green—during recent ceremonies marking another Bicentennial. This one celebrated the 200th anniversary of Dover's becoming the capital of Delaware in 1777. The Green and surrounding town was originally planned by William Penn in 1683, the year after his arrival in this country, and he selected the name of Dover because of his happy association with the town of Dover in Kent County, England. The Dover in Delaware is also the Cent County seat and the home of Dover Air Force Base where the CAP unit meets. (Photo by Lt. Col. (Ret.) Arthur C. Robidoux)



**FLOAT PLANE**—Members of CAP's Minnesota Wing check a wing-owned plane prior to flight. The plane, a Cessna Bird-dog (Cessna 305) has been lightened to about 1,500 pounds, empty weight. It is a super performer on floats, pilots say. With Minnesota's 10,000 lakes, float planes are an important asset to the wing's search and rescue capabilities.



**GLIDER TIPS**—Maj. Jack T. Black, in glider, receives some tips from Col. Jack Smith, tow pilot and project officer, before soloing successfully at special Glider Transition Project in the Iowa Wing, held recently at Red Oak, Iowa. Five senior members were involved in the project with Capt. Bob Nady as the glider instructor.

## CAP News In Photos



# PEOPLE ... in The News

## Northeast Region

Downeast Patrol Comp. Sq. (Maine Wing) recently took part in a Memorial Day parade and provided two members of the squadron to assist with the American Legion color guard... Cadet Jeffrey Moragne, a member of the Philadelphia Comp. Sq. (Pennsylvania Wing) was recently selected to attend the U.S. Air Force Preparatory School. At the conclusion of this course, he will be eligible for testing that will ultimately admit him directly to the Air Force Academy.

It was a family affair when the Joe Walker Chapter Air Force Association recently presented 1977 Chapter Awards to five members of Mon-Valley Cadet Sq. (Pennsylvania Wing). Receiving awards were Capt. Betty Jones, Cadets Larry Jones, Janet Jones, Laurie Jones and Mark Jones. Capt. Jones is commander of the squadron... Senior Member Dwight Woodman, a member of the Portland Comp. Sq. (Maine Wing) has been named the newest accident prevention counselor by Thomas Campbell with the FAA in Portland... During Armed Forces week five members of Pittsburgh Cadet Sq. participated in a recruiting drive. Squadron commander Capt. Paul Pinel, along with Cadets Robert Stinebaugh, Phil Vito, Jeree Rietz, Gregg Hendry and Karen Guzik, gave assistance to the U.S. Air Force recruiting unit in their town.

Seven cadet members of the 545th Comp. Sq. (New Hampshire Wing) marched in the recent Memorial Day parade. Those participating were: Capt. Basso and Cadets Di Padova, Grayson, Collins, Gross, Feenstra and 1st Lt. Lovell. The squadron station wagon was decorated and used to call attention to the squadron and its activities... Cadets from the Portland Comp. Sq. (Maine Wing) recently participated in a celebration honoring Charles Lindbergh.

Chris Padich, formerly a cadet with the Suffolk Cadet Sq. (New York Wing), recently joined the U.S. Air Force. Padich will serve as a security specialist... Rostraver Senior Sq. (Pennsylvania Wing) has completed their flight orientation and safety program for the Wheeling Pittsburgh Steel Corp. Explorer Scouts with an air ride. Prior to the flights, 1st Lt. Bergstrom, squadron commander, took the scouts on a tour of the airport showing them the different types of aircraft, along with a brief explanation of each.

Indiana Cadet Sq. 703 recently concluded a major recruiting drive. They held a two-day display at their local mall, a radio station aired a Civil Air Patrol interview and an open house was held.

## Middle East Region

Cadet James A. Wolfe of North Carolina's 111th Air Rescue and Recovery Sq. was recently selected by the Air Force Association as North Carolina's Outstanding CAP Cadet for 1977. Wolfe, who earned the Spaatz Award within his first two years in the cadet program, was selected in competition with other cadets throughout the wing. Cadet Wolfe is currently attending the University of North Carolina, majoring in pre-medicine... Under the command of Cadet Terry Proctor, Northwest Comp. Sq. drill team (Maryland Wing) recently took first place in both group and wing drill competitions.

## Southeast Region

The Tims Ford Comp. Sq. (Tennessee Wing) recently sponsored the Aerospace Club at South Junior High School on a tour of the Huntsville Space and Rocket Center. The group also toured the NASA installations at Redstone Arsenal... Seventeen members of the Panama City Comp. Sq. (Florida Wing) recently attended the Florida Wing Conference... Thirty-six cadets from all parts of the Mississippi Wing attended the Type A Encampment held at Keesler AFB, Miss., recently. Cadet John Gillis was chosen Best Cadet for the encampment.

Fourteen cadet and senior members of the Daytona Beach Comp. Sq. (Florida Wing) recently assisted the Confederate Air Force in the operation of its air show. The cadets and senior members directed traffic and people, helped control a fire and a panicky crowd and located a parachutist in the woods... Members of the Pompano Beach Cadet Sq. (Florida Wing) recently toured the U.S. Coast Guard Air Station in Miami, Fla. Twenty cadet and senior members received first hand instruction on the Coast Guard mission.

## Great Lakes Region

Cadets of the Trenton Cadet Sq. (Michigan Wing) recently visited the Air Force Museum at Wright-Patterson AFB, Ohio. Escorted by 2nd Lt. Victor Bonora and 1st Lt. Deborah Stevens, the cadets also visited the Neil A. Armstrong Air and Space Museum in Wapakoneta, Ohio... Shattuck Comp. Sq. (Michigan Wing) received an award from the Air Force recruiter in their area recently for aid in placing posters in area businesses, manning the Air Force recruiting stand at a local fair and filling in for the recruiter during his vacation.

Col. Edward Palka, Great Lakes Region commander, presented the Certificate of Recognition for lifesaving to Cadet James K. Hubanks of the Rochester Cadet Sq. (Michigan Wing) before the wing encampment recently. Cadet Hubanks prevented possible loss of life by stopping a motor vehicle which a five-year-old girl had steered toward a large number of people.

The 622nd Cadet Sq. (Wisconsin Wing) held its first annual invitational drill meet recently. It was open to any drill team in

the Great Lakes Region. Cadet Stephen Foster was awarded best drill team commander. The 622nd Cadet Sq. won first place in both inspection and standard drill competition... Members of the Trenton Cadet Sq. (Michigan Wing) attended the Selfridge ANG Base Open House recently and viewed a Confederate Air Force recreation of air battles during World War II. The cadets were able to view the legendary aircraft on the flight line as well as in the air and talk to the men who piloted them.

## North Central Region

The Des Moines Comp. Sq. (Iowa Wing) recently provided first aid coverage for more than 10,000 individuals attending the Des Moines Art Center Art Fair... Senior and cadet members of the Haysville Comp. Sq. (Kansas Wing) recently participated in a joint CAP-ANG recruiting drive at a local shopping center. CAP members displayed posters and distributed leaflets on CAP... Members of the Omaha Cadet Sq. (Nebraska Wing) participated in the National Lung Association's Walk-a-Thon held recently. The squadron also presented the color guard at the opening ceremonies... The American National Red Cross Certificate of Commendation has been awarded to Lt. Col. Arthur W. Long for outstanding services, leadership and guidance to youth in school and community health and safety programs for the school year 1976-1977. Col. Long is squadron commander of Des Moines Comp. Sq. (Iowa Wing).

## Southwest Region

Members of the Valley Shamrock Comp. Sq. (Texas Wing) recently planted a palm tree in support of their city's drive for more palm trees to be planted in McAllen, the city known as the City of Palms... Two members of the El Paso Comp. Sq. (Texas Wing) recently participated in a re-enlistment ceremony at the Fort Bliss Army Air Defense Center in El Paso. The two were CAP Capts. Kenneth Johnson and James Dobson, who are an Army staff sergeant and second lieutenant respectively, during the regular work week... First Lt. Eddie Decker of Lubbock Comp. Sq. (Texas Wing) has been awarded a certificate certifying him as a radiological defense

officer. The presentation was made by 1st Lt. Charles Akers, squadron commander.

## Rocky Mtn. Region

Four members of the North Valley Comp. Sq. (Colorado Wing) have completed the radiological monitoring course. They are: Lt. Col. Leonard Bluebaugh, 2nd Lts. Kathleen Baysinger and Douglas Parker and Senior Member Everett McConnell... Several cadets from the Mile-Hi Cadet Sq. (Colorado Wing) attended a picnic held by the Army National Guard. The picnic was held to celebrate Military Appreciation Day. Those participating were: Cadets Mark Flowers, David Rushing, David Metcalf, Susan Schaefer, Frank Hicklin, Mark Nash and Richard Schaefer.

Members of the East Metro Cadet Sq. (Colorado Wing) recently volunteered their help for the Arts Festival Spree 1977. Those cadets assisting include Scott Brauer, Bill Murray, Bob Welsh and Senior Member Mark Schmidt... Cadets from the Bountiful and Weber Minuteman Comp. Sq. (Utah Wing) recently attended the Aerospace Workshop held at Weber State College.

At this year's Utah and Wyoming Wing summer encampment seven awards were presented to outstanding encampment attendees. Five of the seven awards went to members of the Mt. Olympus Cadet Sq. (Utah Wing). Those receiving awards are: Senior Member John Kezele and Cadets Mark Sherwood, William Kezele, Scott Johnson and Todd Escandon.

## Pacific Region

Cadets and seniors from eastern Washington gathered recently for the spring Emergency Services Qualification weekend. Forty-six cadets and a senior member were tested in five areas of emergency services training... Recently four cadets from Tukwila Comp. Sq. (Washington Wing) participated in the first half of "Hands Across the Border," an annual exchange with the Royal Canadian Air Cadets. Those participating were: Cadets Randy Robinson, Rob Shupe, Laurie Langdalen and Robert Powell.

Squadrons 88 and 161 of Orange County California recently visited a fire station in order to become acquainted with aircraft rescue and fire equipment. Upon learning the tour conductor was a pilot, they gave him more information on Civil Air Patrol, he accepted an application form and is now a member himself... Approximately 30 cadets and seniors from various squadrons in the state helped the Moses Lake Comp. Sq. (Washington Wing) present the flag, park cars, perform aircraft and flightline security and communications and crowd control for a local air show.

Eight members of San Diego Senior Sq. (California Wing) have completed 10 hours of classroom instruction on emergency services. In addition, 15 hours were devoted to orientation of new pilots... The Washington Wing received the second place trophy in the military division for drill teams in the Washington State Apple Blossom Festival recently.

North Spokane Cadet Sq. and Spokane Comp. Sq. (Washington Wing) participated recently in Fairchild AFB's Open House and Air Show. Thirty cadets and several senior members aided the Air Force in many duties, and maintained a recruiting booth, with both squadrons sharing the duties.

## New Hampshire Wing Hosts Cadet Graduation

CONCORD, N.H.—The New Hampshire Wing hosted recently a cadet encampment graduation exercise, the first such to be held in its new headquarters which was dedicated here recently.

The ceremony, which included a banquet, followed Class B type encampment exercises which covered three weekends.

The first weekend included outdoor training exercises, held at the Ranger Team area, Newington, N.H., under the direction of Capt. Dave Watson, New Hampshire Ranger Team advisor and a teacher at the Hawk Mountain, Penn., Ranger School. The weekend included

Ranger type training, emergency service training, a class in maps and compass reading and moral leadership training.

The second weekend was a tour of the Federal Aviation Administration Center in Nashua. The third weekend was held here at Wing Headquarters. Due to inclement weather, not all the physical fitness portion of the training could be held but some drill was held, classes in radio communications given, films were shown and emergency services class conducted.

A social was held on Saturday evening of the final weekend and the graduation exercises followed on Sunday.





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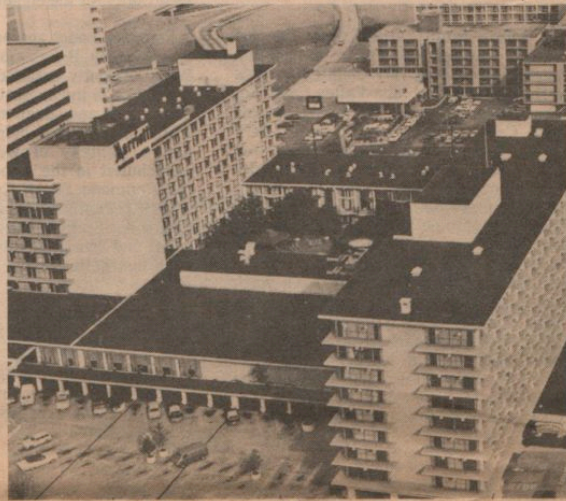
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### **MEETINGS AND SEMINARS**

- National Board Meeting
- Annual Banquet
- Nat'l. Aerospace Ed. Advisory Comm.
- Information Seminar
- Operations/Safety Meeting
- Senior Training Seminar
- Communications Seminar
- Cadet Program Seminar
- Logistics Seminar
- And Many More!!

# **NATIONAL BOARD MEETING**

**Atlanta, Ga.—Oct. 20-23, 1977**



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